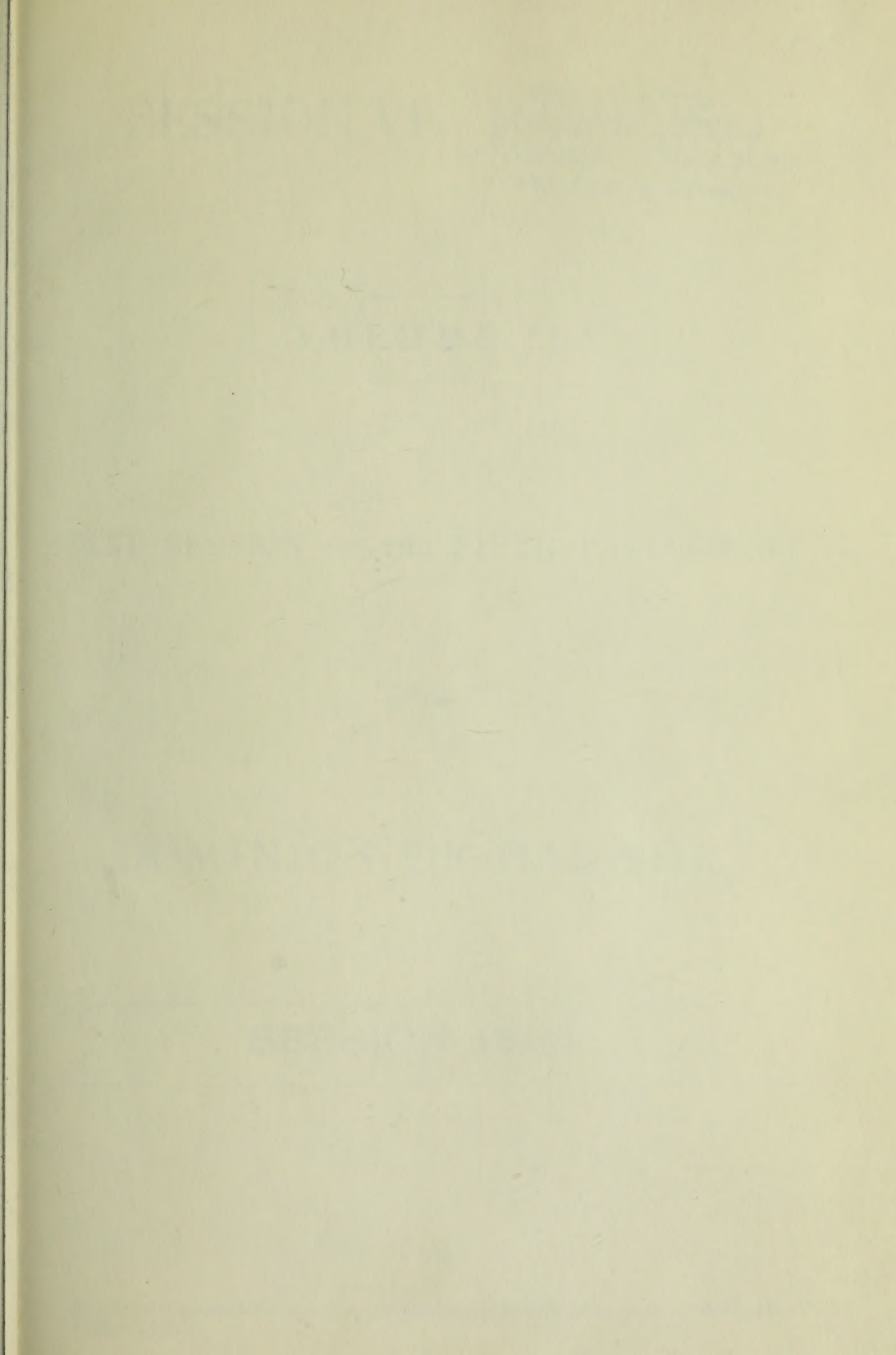


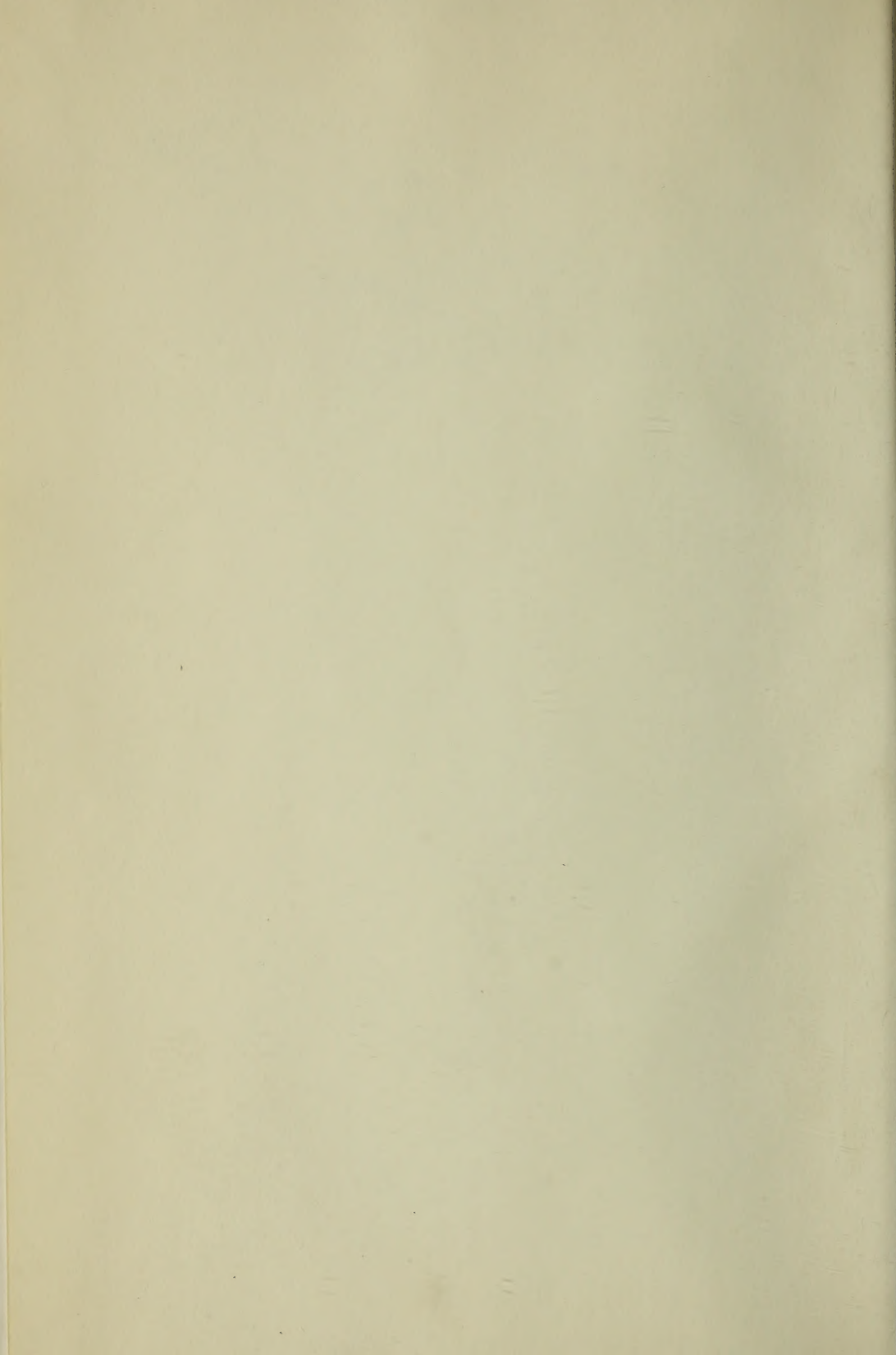
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- No. 27i.. Copies of contracts for the Railway, in terms of section 19 of the Act 37 Victoria, chapter 14, as follows:—
 Between Horton & Son and Her Majesty the Queen, etc.,—for the supply of 72 tons of iron bolts and nuts. (Contract No. 94.)
 Between Bayliss, Jones and Bayliss and Her Majesty the Queen, etc.,—to supply bolts, nuts and spikes. (Contract No. 95.)
 Between Guest and Company and Her Majesty the Queen, etc.,—for the supply of steel rails and steel fish-plates. (Contract No. 96.)
 Between John McDonald and Her Majesty the Queen, etc.,—to construct six combined passenger and freight buildings on 42nd contract. (Contract No. 97.)
 Between Colin Nichol Black and the Minister of Railways and Canals, etc., for the supply of 30,000 tamarack ties, 8'-0" x 7" x 6" at 25 cts. each. (Contract No. 98.)
- No. 27j. Return to Resolution; Location eastern section, Current Creek to Nipigon, and freight tariff, western division.
- No. 27k. Return to Order; Statement of the total quantity of land agreed to be sold by the Company, the total price agreed to be paid therefor, during each month up to the 1st day of March, 1882, distinguishing between the sales of farming lands and those of town, village or station lots, woodland, mineral, quarry lands and other special sales, and including the quantities and prices realized for lands in which the Company became interested by agreements in connection with the location of stations. (*Not printed.*)
- No. 27l.. Return to Resolution; Communication from W. C. Van Horne, General Manager, dated Montreal, 18th April, 1883, respecting additional information concerning the line proposed to be adopted through the Rocky and Selkirk Mountains.
- No. 27m. Return to Order; Statement of duty paid by the Company on articles imported by them, from the date of their contract until 28th February, 1883, specifying the ports of entry of such goods, and the amount paid at each port. (*Not printed.*)
- No. 27n. Return to Address; Copies of the official memorandum of the Company, dated 13th December, 1882, describing its position and prospects. The advertisement published thereafter by the Company asking for subscriptions for its increased capital stock; and all memoranda in connection therewith.
 Statement showing the amount of the subscribed stock of the Company prior to the increase of its capital stock from \$25,000,000 to \$100,000,000, and the amounts paid up on such subscribed stock, with the date of each payment in cash, and also the amounts (if any), satisfied by the acquisition of property or otherwise, specifying in such case the consideration therefor and the amount of stock given, and the date.
 Statement of the facts as to the acquisition by the Company of the Canada Central Railway, the Montreal, Ottawa and Occidental Railway, and interest in the Credit Valley Railway and Ontario and Quebec Railway.
 Statement of the various matters required to be returned under the Consolidated Railway Act, 1879, and amendments thereto.
 Statement of the total sum expended up to the 1st of February, 1883, by the Company under their contract.

- No. 27o. CANADIAN PACIFIC RAILWAY :—Return to Order ; Map or maps showing (1) the location of the railway so far as approved or constructed ; (2) its location so far as proposed to Government, but not yet approved ; (3) the location of any branches constructed and of any now contemplated by the Company, so far as the Government is advised ; (4) the lands set apart for the Company but not yet granted ; (5) the lands granted ; (6) the lands applied for but not yet set apart. (*Not printed.*)
- No. 27p. Return to Order ; Statement showing the reduction made by change of construction in Contracts A and B, and the amount involved by such change ; also, the amount of each payment made to the respective contractors each month since the letting of the work ; also, all claims made by the contractors on each of these contracts, and the date of each claim. (*Not printed.*)
- No. 27q. Papers in relation to Sections 14 and 15, Joseph Whitehead, Contractor. (*Not printed.*)
- No. 27r. Memorandum respecting Thunder Bay and River Kaministiquia.
- No. 28... DOMINION STATUTES :—Official Return of the distribution of, being 45 Victoria, 1882. (*Not printed.*)
- No. 29... PENITENTIARIES IN CANADA :—Report of the Minister of Justice on, for the year ended 30th June, 1882.
- No. 29a. Supplementary Return ; Expenditure of the British Columbia Penitentiary, for the fiscal year ended the 30th June, 1882. (*Not printed.*)
- No. 30... RECEIPT AND EXPENDITURE :—Return to Order ; Return of, in detail, chargeable to the Consolidated Fund, from 1st July, 1882, to 1st February, 1883. (*Not printed.*)
- No. 31... MILITIA :—Return to Order ; Statement of the number of Veterans of 1812 now surviving ; of the number who have died since 1875, and of the number of widows of deceased who have applied for assistance. (*Not printed.*)
- No. 31a. Return to Order ; Statement containing the names and residences of all the militiamen of 1812 who received their pensions during the last fiscal year, as well as the sum given to each of them. (*Not printed.*)
- No. 31b. Return to Order ; Copies of all tenders, accounts, &c., in connection with the purchase of blankets for the militia during the recess. (*Not printed.*)
- No. 31c. Return to Order ; Return of all petitions and correspondence with respect to new guns for the Richmond Field Battery. (*Not printed.*)
- No. 31d. Return to Order ; Copies of all correspondence relating to the application of John Stewart, of Woodbridge, one of the Volunteers of 1837-38, for assistance, for his services in defence of his country during those years. (*Not printed.*)
- No. 31e. Return to Order ; Return showing the number of officers, non-commissioned officers and men who received instruction in "A" and "B" Batteries in each year since their establishment ; the number awarded a certificate of qualification in each year, and the entire cost per annum of each battery for the same time.
- No. 31f. Return to Address (Senate) ; Copies of all tenders for work at the camp at Berthier, in 1882, stating the rates of the various tenders, and the names of persons to whom the contracts were awarded, etc. (*Not printed.*)
- No. 32... CANADIAN EXTRADITION ACT :—Return to Address ; Correspondence, not already brought down, touching the Act, and the suspension of the Imperial Act within Canada.
- No. 33... RETURNING OFFICERS :—Return to Order ; List appointed for the General Election, 1882, other than Registrars or Sheriffs, occupations and residences of such officers, and a list of the Sheriffs and Registrars for the Districts in which such officers were appointed.
- No. 34... BANQUE DE ST. JEAN :—Return to Order ; Copies of the returns, annual and monthly, made by the Bank since 1875, to the Government ; also, copies of the certificates granted by the Treasury Board to the said Bank on going into operation. (*Not printed.*)

- No. 35... ^{U A} **CANADIAN TOBACCO**:—Return to Order; Return shewing: 1st. The number of licensed tobacco-manufactories on 1st February, 1883, in which Canadian leaf is exclusively used; 2nd. The quantity of Canadian leaf used in tobacco manufactures since the passing of the Inland Revenue Act of 1880, to 1st February, 1883; and 3rd. The quantity of cigars and Cavendish produced, respectively, since 1st May, 1880, to 1st February, 1883, in manufactures in which Canadian Leaf is exclusively used. (*Not printed.*)
- No. 35a. Return to Order; Copies of all documents, &c., relating to a seizure of tobacco on the premises of Mr. N. Bernatchez, and other merchants, of Montmagny. (*Not printed.*)
- No. 36... **COAL**:—Return to Order; Return showing the quantity in tons of coal exported from each port in Nova Scotia for the year ending June 30th, 1882; Also, for the six months ending December 31st, 1882, and the countries to which exported; Also, quantities sent by railway, and by water (separately), to any ports of Quebec and Ontario, naming places sent to.
- No. 36a. **Coal Lands**; Regulations for the disposal of, approved by His Excellency the Administrator of the Government in Council, on the 2nd March, 1883, substituted for those of the 17th December, 1881.
- No. 36b. Return to Order; Copies for all applications for sales or leases, and all correspondence or reports touching all leases of coal lands in the North-West, not already brought down; and a statement of the payments made under any such leases.
- No. 36c. Return to Order; Return giving a full statement of all coal entered ex-warehouse free or for exportation, during the years ending 30th June, 1881 and 1882.
- No. 37... **FISHERIES**:—Copies of Orders in Council, instructions and forms for Fishing Bounty, submitted in compliance with the Act 45 Vic., cap. 18.
- No. 37a. Return to Order; Return of leases or licenses to fish on rivers in New Brunswick and the annual rent received on each; Also, the number of leases or licenses cancelled or surrendered.
- No. 37b. Return to Order; Return of the instructions issued to the Inspectors of the Fisheries, as to the enforcement of the Order in Council of 11th June, 1879, whereby fishing for salmon in Canada, excepting under authority from the Department of Marine and Fisheries, was prohibited, the number of seizures and informations laid before Justices of the Peace against parties fishing without such lease or license; the number of convictions obtained, etc.
- No. 37c. Certified copy of a Report of the Hon. the Privy Council, on 2nd May, 1883, respecting an appropriation of at least \$50,000 for bounty to fishermen.
- No. 37d. Return to Order; Return of all correspondence, etc., had from 1st January, 1877, to 31st March, 1883, between the Department of Marine and Fisheries at Ottawa and the Inspector of Fisheries for New Brunswick in reference to the claim of ex-Overseer Amos Perley, of Chatham, for services in connection with the Smelt Fishery of Miramichi, in the years 1876 to 1878.
- No. 37e. Return to Address; Copies of all Orders in Council in force regulating the close season for Lobster Fishing, &c.
- No. 38... **SEIZURES AND FINES**:—Return to Order; Statement showing the number of seizures made at each port of entry in the Dominion during the last fiscal year, and also during the six months ended the 31st December 1882, the fines exacted, and how disposed of. (*Not printed.*)
- No. 39... **OCEAN MAIL SERVICE**:—Return to Address (Senate); Correspondence, &c., in the possession of any department or officer of the Government, relating to the mail service between Canada and the United Kingdom, or to the rates of freight charged by the line of steamships by which such mail service is performed.
- No. 39a. Supplementary Return (Senate) to the preceding.
- No. 40... **INTERCOLONIAL RAILWAY**:—Return to Order; Return showing rolling stock purchased during the year ended December 31st, 1882, &c.; also, a statement showing what has been built during the year in the Government workshops.

- No. 40a. INTERCOLONIAL RAILWAY :—Return to Order ; Statement of the revenue and working expenses for the six months of each year, ended December 31st, 1880, 1881 and 1882, under the several divisions.
- No. 40b. Return to Address ; Copies of all Orders in Council, correspondence, &c., and the Commission in connection with claims made on the Government, arising out of the construction of the railway ; and statement of the matters referred to them so far ; and of the remuneration to be paid to them and the Secretary of the Commission, &c.
- No. 40c. Return to Order : All correspondence in reference to the removal and dismissal of W.D. McCallum, Chief Train Despatcher at Truro. (*Not printed.*)
- No. 40d. Return to Order ; Return of casualties on the railway, where no loss of life or personal injuries occurred, from March 1st, 1882, to March 1st, 1883, with the respective causes, &c. ; of damage to property, and amount of compensation paid, as well as claims unsettled. (*Not printed.*)
- No. 40e. Return to Order ; Copies of the accounts rendered by Doctors Lebel and Renouf, of St. Gervais, for attendance on an employé of the railway named Dionne ; and a statement of the sums to them paid. (*Not printed.*)
- No. 40f. Return to Order ; Return showing the nature of the rolling stock purchased for the railway, as contained in the item of \$153,863.84 in the Public Accounts of 1882 ; where such rolling stock was manufactured, and the price paid.
- No. 40g. Return to Order ; Return of all tenders submitted for the construction of the freight sheds and warehouses at the railway depot, St. John, N.B. ; the names of the several contractors, and the amount of each contract, the number and names of the superintendents and overseers, and the amount paid for their services. (*Not printed.*)
- No. 40h. Return to Order ; Return of the amounts paid for lands taken on Mill and Pond streets, in St. John, N.B., for the railway ; the names of the arbitrators appointed to appraise the land, the compensation paid to them and the awards made by them.
- No. 40i. Return to Order ; Return showing the rolling stock purchased for each year since the 1st of July, 1878, the nature of such rolling stock, and the place where manufactured, &c.
- No. 40j. Return to Address ; Copies of all correspondence between the Government of Nova Scotia and the Departments of Railways and Public Works, respecting the transfer of the branch railway between Truro and Pictou, and with the Halifax and Cape Breton Railway and Coal Company, respecting Eastern Extension Railway matters in Nova Scotia.
- No. 40k. Return to Order ; Copies of all correspondence relating to the steamer running in connection with the railway between Campbellton, Gaspé and intermediate ports. (*Not printed.*)
- No. 40l. Papers in relation to H. G. C. Ketchum's claim for overcharge, for the conveyance of rails 1866-67 and '68, Intercolonial Railway. (*Not printed.*)
- No. 41... PUBLIC ACCOUNTS :—Return to Address ; Copies of all Orders in Council affecting certain items in the Public Accounts, for the fiscal year ended 30th June, 1882. (*Not printed.*)
- No. 42... UNFORESEEN EXPENSES :—Return to Address ; Copies of all Orders in Council affecting certain items in the statement of payments charged to Unforeseen Expenses, referred by the House to the Select Standing Committee on Public Accounts, on the 23rd February, 1883. (*Not printed.*)
- No. 43... GOVERNOR GENERAL'S WARRANTS :—Return to Address ; Copies of all Orders in Council affecting certain items in the statement of the Governor General's Warrants, issued during the fiscal years 1881-82 and 1882-83, referred to the Select Standing Committee on Public Accounts by the House, on the 23rd February, 1883. (*Not printed.*)
- No. 44... BAPTISMS, MARRIAGES AND BURIALS :—General statements and returns of, for certain districts of the Province of Quebec, for the year 1882. (*Not printed.*)
- No. 45... DRAWBACK ON SHIPBUILDING MATERIALS :—Return to Order ; Return of all claims presented for drawback on materials used for shipbuilding, for the year ended 30th June, 1882 ; also, for the six months ended 31st December, 1882. (*Not printed.*)

- No. 45a. DRAWBACK ON MANUFACTURED GOODS:—Return to Order; Return of all claims presented for drawbacks on goods manufactured for export since 2nd March, 1882, &c.; also, copies of all regulations made by the Department with reference to such claims, together with a copy of one allowed claim and the sworn declaration thereto of each exporter of boilers, machinery, sewing machines or other manufactures of iron.
- No. 46... WHARVES AND PIERS:—Return to Order; Copies of all correspondence with reference to the construction of an addition to the pier of St. Jean Port Jolie, County of L'Islet, &c, since the appropriation made for that object during the last Session of Parliament. (*Not printed.*)
- No. 46a. Return to Order; Completing the preceding return by furnishing the date of the memorandum closing the said papers. (*Not printed.*)
- No. 46b. Return to Order; Reports, &c., in relation to the construction of a wharf or pier at St. Anne, on the Saguenay, County of Chicoutimi. (*Not printed.*)
- No. 46c. Return (in part) to Address; Correspondence, &c., relating to any claim made by the Provincial Government of Prince Edward Island, for a refund of their expenditure upon public wharves and piers, and also in connection with the maintenance of short-term prisoners in that Province since its admission to the Union. (*Printed for Distribution.*)
- No. 46d. Supplementary return to the preceding. (*Printed for Distribution.*)
- No. 46e. Return to Order; Copy of all reports, estimates, &c., made by the Government Engineers of Port Albert Harbor, and all correspondence with the Port Albert Pier Company respecting said harbor.
- No. 46f. Return to Order; Copies of all reports, &c., made by the Government Engineers of Bayfield Harbor.
- No. 46g. Return to Order; Copies of all correspondence, appropriations, &c., relative to proposed improvement of Morpeth Harbor, on Lake Erie.
- No. 47... ST. JOHN RAILWAY BRIDGE:—Return to Order; Copies of all correspondence with the Government during the year 1882, referring to the construction of a railway bridge over the St. John, at St. John.
- No. 47a. Telegram from Shadroch Holly, Mayor of St. John, N.B., with a copy of a memorial to the Governor General, in relation to the resolution respecting the proposed loan to the St. John Bridge and Railway Company.
- No. 48... STANDARD MERIDIAN:—Return to Address (Senate); A copy of the memorial from the Royal Society of Canada, the Canadian Institute of Toronto, and of any documents connected with the memorials, relative to the representation of Canada in the International Conference, to determine a standard meridian now contemplated by the Congress of the United States. (*Printed for Distribution.*)
- No. 49... CUSTOMS DEPARTMENT, MONTREAL:—Return to Order; Return of the names of persons in the employ of the Customs Department in the City of Montreal, as supernumerary clerks constantly employed for not less than six months previous to 1st July, 1882. (*Not printed.*)
- No. 50... DRILL SHED, IONA:—Return to Order; Copy of contract, &c., for the building of the drill-shed at Iona, Ont., with report of inspection of the same. (*Not printed.*)
- No. 51... DE LA CHEVROTIÈRE, O.C, DISMISSAL OF:—Return to Address; Copies of the Order in Council, &c., dismissing Mr. Octave C. de la Chevrotière from his position as keeper of a lighthouse situated in the Parish of Lotbinière, in the County of Lotbinière. (*Not printed.*)
- No. 52... BREAKWATERS:—Return to Order; Return of the advertisement for construction of the Breakwater at Port Lorne, N.S., and the several tenders therefor; the party to whom the contract was awarded, and the amount of such contract. (*Not printed.*)
- No. 52a. Return to Order; Copies of all papers, reports of engineers, &c., relating to the building of a breakwater at New Harbor, Guysboro' County, N.S. (*Not printed.*)
- No. 52b. Return to Order; Copies of all correspondence, &c., relating to the building of a breakwater on the west side of Liverpool Bay, from 1870 to 1882. (*Not printed.*)

- No. 52c. **BREAKWATERS** :—Return to Order; Copies of Engineer's report of survey made at Brae, Prince County, Prince Edward Island, during last summer, with a view to making harbor improvements. (*Not printed.*)
- No. 53... **MILLER, J. A., JUDGE** :—Return to Order; Copies of all correspondence with Mr. J. A. Miller, late Justice of the Court of Queen's Bench, Manitoba, prior to his appointment, relating to his becoming Justice of that Court, and subsequently to his appointment on the subject of the resignation of his office. (*Not printed.*)
- No. 54... **SUMMERSIDE HARBOR** :—Return to Order; Copy of the Engineer's Report of Survey made at Summerside Harbor, Prince County, Prince Edward Island, during the last summer, with a view to improving the navigation of said Harbor. (*Not printed.*)
- No. 55... **RECIPROCITY BETWEEN CANADA AND U. S.** :—Return to Address; Copies of all correspondence between the Governments of Canada and the United States, or any Board of Trade in Canada or the United States, upon the question of Reciprocal Trade relations between the two countries, on the general basis of the Reciprocity Treaty of 1854, since 1878.
- No. 56... **ROYAL MILITARY COLLEGE** :—Return to Order; Return of the number of Cadets that have graduated at the Royal Military College since its establishment; the number who have obtained Commissions in the Imperial service; the number who have been appointed to the permanent Militia Corps; Also, names of any officers appointed to "A" and "B" Batteries of Artillery since February 6th, 1880, who have not graduated at the Royal Military College, and of those appointed who graduated at the College. (*Not printed.*)
- No. 56a. **Return to Order**; Return showing the name, salary and duty of each officer on the Instruction Staff of the Royal Military College, with the date of his appointment; also a Return showing the full staff of officers of "A" and "B" Batteries, respectively, with salary and date of appointment. (*Not printed.*)
- No. 57... **QUACO LIGHTHOUSE** :—Return to Order; Return of the tenders for the re-building of the Lighthouse at Quaco, New Brunswick, and to whom the Contract was awarded, and the amount of such Contract. (*Not printed.*)
- No. 58... **DISASTERS TO CANADIAN VESSELS IN THE GREAT LAKES** :—Return to Order; Return of all correspondence relating to the disasters which have occurred to Canadian vessels, navigating the Great Lakes and the Georgian Bay, within the past three years, &c. (*Not printed.*)
- No. 58a. **REGISTERED VESSELS** :—Return to Order; Statement showing the vessels registered in the Province of Quebec; also, the number of vessels sold and lost between 1st January, 1873, and 1st January, 1882. (*Not printed.*)
- No. 58b. **VESSELS IMPORTING SUGAR, SYRUP AND MOLASSES** :—Return to Order; Return showing the number of vessels with their tonnage, nationality and port of entry, in which sugar, syrup and molasses were imported into this country during the fiscal year ended 30th June, 1881; the quantity of sugar above 14 D.S., and of a lower grade by each vessel or steamship; also a like Return from 1st July, 1881, to 1st January, 1882. (*Not printed.*)
- No. 59... **INTOXICATING LIQUORS** :—Return to Order; Statement showing the quantities of distilled and fermented liquors, imported and manufactured for consumption in Canada, from 1868 to 1882, computed in Imperial gallons, each Province separately, the value of the same and duty paid thereon; the amount of materials used in brewing and distilling alcoholic liquors in the several Provinces of Canada during the same years.
- No. 59a. **Return to Order**; Copies of any petitions from the Province of Quebec, on the subject of proposed legislation, as to the sale of intoxicating liquors. (*Not printed.*)
- No. 59b... **Return to Address**; Copies of despatches, &c., on the subject of Canadian and Provincial Laws, as to the imposition of restrictions on the sale of intoxicating drinks. (*Not printed.*)
- No. 60... **FABRE, HON. HECTOR** :—Return to Address; Copies of all correspondence, &c., respecting the appointment of Hon. Hector Fabre to the position he now occupies in France; also, statement of his duties and the salary or commission paid or to be paid for such services, &c.; also, all reports on the results of the mission. (*Not printed.*)

- No. 61... SALE OF LIQUOR:—Return to Order; Copies of all correspondence between any Member of the Government and any licensed victuallers, and of all petitions, &c., presented by any such person on the legislation affecting the sale of liquors. (*Not printed.*)
- No. 62... DOMINION BAILIFFS:—Return to Address; Copies of all correspondence with, and petitions from municipalities, referring to the appointment of, to convey prisoners from the county gaols to the Penitentiaries. (*Not printed.*)
- No. 62a. Supplementary Return to the preceding. (*Not printed.*)
- No. 63... SUPREME COURT, AMENDED RULE:—Statement of the Supreme Court of Canada, that Schedule D, annexed to the rules of that Court, be amended; and that an allowance shall be taxed by the Registrar to the duly entered Agent in any appeal, in the discretion of the Registrar, to \$20. (*Not printed.*)
- No. 64... HYDROGRAPHICAL SURVEY:—Return to Order; Copies of all correspondence between any person and the Government, in relation to the hydrographical survey of the great lakes, the River and Gulf of St. Lawrence, and the other maritime coasts of Canada.
- No. 65... SALT DUTIES:—Return to Order; Copies of all correspondence, &c., in the hands of Government, on the subject of duties on salt. (*Not printed.*)
- No. 66... FOG-WHISTLE, SHELBURNE:—Return to Order; Copies of all correspondence, &c., received by the Department of Marine and Fisheries since 1st January, 1881, in reference to the erection of a fog-whistle at Shelburne Harbor, Nova Scotia. (*Not printed.*)
- No. 67... COUNTY COURTS:—Return to Address; Copy of all correspondence between the Governments of New Brunswick and the Dominion, in relation to the creation of a new County Court in that Province, and the appointment of a Judge thereto. (*Not printed.*)
- No. 67a. Return to Address; Return of cases tried at each of the County Courts of the Counties of Kings and Albert, since 1st June, 1882, with the amount of verdicts and judgments entered thereon. (*Not printed.*)
- No. 67b. Return to Order; Copies of all correspondence between the Government and the County Court Judges of the Dominion, and others, respecting the resolution submitted to the House during last Session of Parliament, by the late Minister of Justice, on the subject of the proposed increase of the salary of such Judges. (*Not printed.*)
- No. 68... MARITIME COURT:—Return to Order: Return showing the cases disposed of, &c., by the Judge and several Surrogate Judges of the Maritime Court, since the creation of the said court, until the first day of February, 1882. (*Not printed.*)
- No. 68a. Return to Address; Return of all correspondence between the Judge or Judges of the Maritime Court of Ontario and the Government, respecting the rules, &c., of said court, and the simplification thereof; also, copies of any amended or proposed amended rules, since 1st January, 1882. (*Not printed.*)
- No. 69... CANADA CENTRAL RAILWAY—PEMBROKE BONUS:—Return to Address; Copies of all correspondence upon the subject of the assumption by the Government of the payment of the amount granted by the Town of Pembroke, in aid of the Canada Central Railway.

CONTENTS OF VOLUME No. 12.

- No. 70... CONSTITUTIONS OF C.B., N.S., P.E.I., N.B., B.C., AND VANCOUVER ISLAND:—Return to Address Copies of the charters or constitutions granted by the Crown or the Imperial Parliament, to the Provinces of Cape Breton, Nova Scotia, Prince Edward Island, New Brunswick, British Columbia and Vancouver Island; also, copies of all Acts, Charters, Royal Instructions, Commissions, Orders in Council or Despatches altering or amending the same as originally granted, or conferring or withdrawing any political rights or privileges, before or after the granting of such charters.
- No. 71... STEAMSHIP COMMUNICATION WITH GERMANY:—Return to Order; Copies of all correspondence between any Member of the House of Commons, or other persons, and the Government, in relation to the establishment of direct steamship communication between Montreal, Quebec, St. John, N.B., Halifax, and German seaports.

- No. 72...** **SAILORS' APPLICATION FOR RELEASE:**—Return to Address; Copies of all correspondence between the Secretary of State and the Departments of Marine and Fisheries and of Justice, concerning the application of divers sailors in the port of Quebec, praying for a release from confinement, and to return to sea, &c., at the request of R. Temple, Master of the British vessel *Genii*. (*Not printed.*)
- No. 73 ..** **BRITISH CANADIAN LOAN AND INVESTMENT Co.:**—Return (Senate)—A list of shareholders, and also a statement of its affairs on 31st December, 1882. (*Not printed.*)
- No. 71...** **SEMAPHORES, RIVER DU LOUP, AND BRANDY POTS:**—Return to Address; Copies of all correspondence in relation to the erection of Semaphores on the wharf at River du Loup, in the County of Temiscouata, and on the Brandy Pots. (*Not printed.*)
- No. 75...** **WHARVES AT RIVER DU LOUP AND RIVIÈRE OUELLE:**—Return to Order; Copies of all Reports made up to this date, respecting the movement of the ice at the wharves at River du Loup and Rivière Ouelle. (*Not printed.*)
- No. 76...** **GRAND TRUNK RAILWAY:**—Return to Address; Copy of all correspondence between the Government of Canada and the Company, in relation to the purchasing of bonds and shares of the Wellington, Grey and Bruce Railway; also, certain stocks and shares of the Hamilton and North-Western Railway Company, and of the St. Lawrence and Ottawa Railway Company; also, all copies of correspondence in relation to the purchase or sale of the North Shore Railway Company, &c. (*Not printed.*)
- No. 76a...** Return to Order; Return of all accidents and casualties which have occurred on the Railway, or any of its branches or railways under its control, involving either loss of life or injury to person or property, &c. (*Not printed.*)
- No. 76b.** Return to Order; Copy of all correspondence between the Company and the Government, in reference to the purchase or sale of the Rivière du Loup Branch of the said railway, now owned by the Government; also, any correspondence showing the manner in which the said Company have expended or proposed to expend the money so received; and also, all correspondence concerning the Government lien for the debt of £3,111,500, and accrued interest.
- No. 76c.** Supplementary Return to the preceding.
- No. 77...** **FIFTH GENERAL ELECTION:**—Report on the Dominion elections of 1882, and also each election held subsequently thereto up to date.
- No. 77a.** Return to Order; Return showing all sums paid to defray expenses of the late Dominion elections, in the different electoral districts.
- No. 78...** **HÉBERT, H., FRAUDULENT PRACTICES:**—Return to Order; Copies of any complaint against Hubert Hébert, Chief Station Master at Montmagny, in relation to a charge of fraudulent practices affirmed against him by P. B. Casgrain, Esq., Member for L'Islet. (*Not printed.*)
- No. 79...** **WHARFAGE AT DIGBY, N.S.:**—Return to Order; Statement of the amount collected for wharfage at the public pier at Digby, for each year from 1879 to 1882, inclusive. (*Not printed.*)
- No. 80...** **RUSSELL VS. THE QUEEN:**—Return to Address; Copies of the judgments in the case of Russell and the Queen, in the Supreme Court of Canada and the Privy Council, and of the judgments in any Provincial courts of superior jurisdiction, or in the Supreme Court of Canada, in all cases raising the right of a Provincial Legislature to pass laws affecting the number or character of persons licensed to sell intoxicating liquors, or the times of such sale.
- No. 81...** **SHUSHWAP AND OKANAGAN CANAL:**—Return to Address; Copies of all correspondence, &c., in connection with the surveys made in 1882 for the construction of a canal between Lakes Shushwap and Okanagan, British Columbia.
- No. 82...** **ORDNANCE LANDS AND NAVAL RESERVES:**—Return to Order; Statement showing the gross amount of receipts from the sale or leasing of Ordnance Lands or Naval Reserves, in Ontario, Quebec, New Brunswick and Nova Scotia, from 1st July, 1856, to 1st July, 1882, and the purpose to which the sums so received have been applied; also a Statement showing the several properties of which portions have been sold or leased, and the number of acres in each case. (*Not printed.*)
- No. 82a.** Supplementary Return to the preceding.

- No. 83... MURRAY CANAL:—Return to Address (Senate); Copies of all tenders received for the construction of the Murray Canal, and all correspondence, &c., concerning the same.
- No. 84... LAND FOR COLONIZATION:—Return to Order; Returns showing the total number of applications for land for colonization under plans Nos. 1 and 2 of the Land Regulations of 23rd December, 1881, up to 1st January, 1883, with the names of the applicants, the date of application, and the quantity of land in each case applied for.
- No. 85... O'CONNOR, HON. JOHN:—Return to Address; Statement of any sums paid, and the arrangement on which such were paid, to the Hon. John O'Connor, since his retirement from office. (*Not printed.*)
- No. 86... PRINCE EDWARD ISLAND RAILWAY:—Return to Order; Return of all reports, estimated cost, &c., bearing upon the survey of a proposed branch line of railway, between Harmony Station on the railway, to Elmira, east point of P.E.I.
- No. 87... BUOYS AND BEACONS, LAKE HURON:—Return to Order; Return of all correspondence with the Government within the past four years, copies of contracts and expenditure, in reference to buoys and beacons in the north channel of Lake Huron. (*Not printed.*)
- No. 88... TROOPS IN HALIFAX:—Return to Address; Copies of all despatches, Orders in Council and reports on the subject of the withdrawal of the troops from Halifax. (*Not printed.*)
- No. 89... COMMERCIAL RELATIONS WITH FRANCE, SPAIN, &c.:—Return to Address; Copies of all despatches, &c., between the Governments of the United Kingdom and Canada; and between the Government of Canada and the High Commissioner, touching negotiations for commercial arrangements with France, Spain or other countries.
- No. 90... LAKE ST. JOHN RAILWAY:—Return to Order; Copies of all correspondence between the Government and the Lake St. John Railway Company, in relation to the subsidy granted to the said company, and a statement of all sums paid to the said company, on account of the said subsidy. (*Not printed.*)
- No. 91... CUSTOM DUTIES REFUNDED AT TORONTO:—Return to Order; Return of the names and respective amounts of Customs duties refunded at the port of Toronto for the last fiscal year, and the articles or commodities upon which the duties were collected and refunded. (*Not printed.*)
- No. 92... IMPORTS AND EXPORTS:—Return to Order; Return showing the imports and exports from July 1st, 1882, to January 1st, 1883, and the countries from which imported and to which exported. (*Not printed.*)
- No. 93... IMMIGRATION:—Return to Address; Copies of all correspondence, &c., of recent date between the Governments of the Dominion and British Columbia, on immigration into that Province.
- No. 93a... Return to Order; Copies of all correspondence between the British Columbia and Dominion Governments respecting immigration to British Columbia; also, on the question of Chinese immigration.
- No. 93b... Return to Order; Return giving the number of Immigrant Agents (other than those on the regular and published lists) sent from Canada to Europe, who received pay from the Government during the Calendar years of 1881 and 1882; the names of persons so employed; the instructions given to them, &c.
- No. 93c... Return to Order; Copies of all correspondence, &c., in reference to the immigration of Jewish refugees from Russia into Canada, and the subsequent maintenance and disposal of such immigrants. (*Not printed.*)
- No. 94... QUEBEC PROVINCIAL SUBSIDY:—Return to Address; Copy of any representation by the Legislature of Quebec, on the subject of an increase of the provincial subsidy.
- No. 94a... Return to Address (Senate); All letters, correspondence, &c., which the Federal Authorities may have received from the Quebec Government or Legislature, asking for "better terms" or an increase of the Dominion Subsidy.

- No. 95...** **ONTARIO BOUNDARY AWARD** :—Return to Address; Copies of all correspondence between the Secretary of State and Lieutenant-Governor of the Province of Ontario, in relation to the award respecting the northern and north-western boundaries of that Province, not already communicated.
- No. 96...** **PORTAGE ISLAND** :—Return to Address; Copies of all correspondence between the Canadian Government and the British Government, in reference to the transfer of Portage Island, at the entrance of the Miramichi River, to the Government of Canada, together with all reports, &c., in reference to that subject.
- No. 97...** **STEAMER TO REPLACE THE "GLENDON"** :—Return to Order; Return of the advertisement for the contract of the building of a steamer to replace the "Glendon"; the several tenders therefor, to whom the contract was awarded, and the amount of such contract. (*Not printed.*)
- No. 98...** **TRADE BETWEEN CANADA, WEST INDIES AND BRAZIL** :—Return to Order; Copy of the petition relative to the trade between Canada and the West Indies, and Brazil, signed by the principal fish merchants of the coast of Gaspé and Bay des Chaleurs, and addressed to the Hon. Minister of Finance, with a copy of the letter accompanying the said petition.
- No. 99...** **CARTRIDGE FACTORY AT QUEBEC** :—Return to Order; Return showing the cost of the cartridge factory at Quebec, since its establishment, and the names and salary of all the officers and employés, with the value and quantity of ammunition manufactured. (*Not printed.*)
- No. 100.** **GRAIN AND PRODUCTS OF GRAIN** :—Return to Order; Statement showing:—1st. The amount of duties collected between 15th March, 1879, and 1st January, 1883, on the cereals comprised under the head of "grain and products of grain"; also the total quantities imported. 2nd. The quantity imported and entered for consumption in Canada; also quantity exported during the years 1874 to 1882, inclusive.
- No. 101.** **S.S. "NEWFIELD" AND "MORAVIAN"** :—Return to Order; Copies of all correspondence with the Minister of Marine and Fisheries concerning the employment of the Government steamer "Newfield" in aiding the wrecked steamship "Moravian." (*Not printed.*)
- No. 102.** **MINING REGULATIONS** :—Copy of those governing the disposal of mineral lands other than coal lands. (*Not printed.*)
- No. 103.** **AGRICULTURAL IMPLEMENTS, &c., IMPORTED INTO MAN. AND N.-W.T.** :—Return to Order; Statement of agricultural implements, waggons, sleighs and carriages, imported from 30th June to 31st December, 1882.
- No. 103a** Return to Order; Statement of all agricultural implements, carriages, waggons and sleighs shipped, in bond, to Manitoba from other Provinces of the Dominion, from 1st July to 31st December, 1882.
- No. 103b** Return to Order; Statement of all agricultural implements, carriages, waggons and sleighs shipped, in bond, to Manitoba from other Provinces of the Dominion, during the fiscal year ended 30th June, 1882.
- No. 104.** **HUDSON BAY** :—Return to Address; Return of all information in reference to the duration of navigation, the soundings and the extent to which the Bay freezes over; also, all documents bearing on its probable resources; also, all reports on the mineral resources of the regions about the Bay and the Islands therein.
- No. 105.** **GRENVILLE AND CARILLON CANAL** :—Return to Order; Copy of the award of arbitrator on claim for damages put in by the contractor for the Grenville and Carillon Canal, under contract in force in 1871-72, with statement of sums paid thereunder.
- No. 105a** Papers in relation to the construction of two locks, and other works, at Greece's Point.
- No. 105b** Award of John Page, Esq., Chief Engineer, on the claim of Messrs. Heney, Stewart & Co., contractors for works at Greece's Point.
- No. 105c** Report of J. Page, Esq., Chief Engineer, on the Rapide Plat Canal.

- No. 106. **H. M. SHIPS ON BRITISH COLUMBIA COAST**:—Return to Address (Senate); Copies of all correspondence between the Dominion and Imperial Governments, and between the Dominion and British Columbia Governments, on the subject of having one or more of Her Majesty's ships of war stationed continuously on the coast of British Columbia. (*Not printed.*)
- No. 107. **GOVERNMENT SURVEY, LOT No. 133, MANITOBA**:—Return to Address (Senate); Copies of all correspondence between the Department of Crown Lands, at Winnipeg, or the Department of the Interior, and parties claiming lot No. 133 of the Government survey, or any right thereto, situated in the Parish of Ste. Agathe, County of Provencher, Manitoba; also, copies of all Orders in Council or of the Department of the Interior, relating to the said lot. (*Not printed.*)
- No. 108. **SUBSIDIES FOR MANITOBA**:—Return to Address; Copies of all correspondence, &c., since the commencement of last Session, in reference to subsidies or grants for Manitoba.
- No. 109. **PUBLIC DEBT INCURRED FOR RAILWAYS, CANALS, ETC.**:—Return to Order; Statement showing the amounts charged in the Public Debt Account of the Dominion of Canada, which were expended on railways, canals and navigation securities in British Columbia, Manitoba, Ontario, Quebec, New Brunswick, Prince Edward Island, Nova Scotia proper, and Cape Breton Island, up to 1st July, 1882, &c.
- No. 110. **McMILLAN, J. D., DISMISSAL OF**:—Return to Order; Copies of all correspondence, &c., relating to the dismissal of John D. McMillan from his office as Fishery Overseer, and the appointment in his place of David Baker. (*Not printed.*)
- No. 111. **PILOTS AND PILOTAGE, BRITISH COLUMBIA**:—Return to Order; Copies of all correspondence, &c., between the Government and the Pilotage authorities of British Columbia, or any other parties in that Province, on the subject of Pilots and Pilotage.
- No. 112. **LIFE-SAVING STATIONS**:—Return to Order; Copies of correspondence, &c., relative to the establishment and management of Life-saving stations on coast of Lake Ontario, or other waters, together with such other reports upon the construction and operation of Life-saving stations in other countries as may be in the possession of the Government. (*Not printed.*)
- No. 113. **FRONTENAC TERRACE, QUEBEC**:—Return to Address; Copies of all documents in relation to the granting by the Imperial Government to the Dominion Government, and by the latter to the Provincial Government, of various lands, and more particularly of the land on which is located Frontenac Terrace, in the City of Quebec. (*Not printed.*)
- No. 114. **LAKE OF THE WOODS AND RAINY LAKE**:—Papers in relation to the construction of steamers for Lake of the Woods and Rainy Lake. (*Not printed.*)
- No. 115. **DAUPHENÉE, JAMES, CLAIM OF**:—Return to Order; Copies of all petitions, &c., in reference to the claim of James Dauphenée, of Bridgewater, Lunenburg, for payment of claim for refund of expenses incurred by him in discharge of his duties as a Fishery Warden of that County. (*Not printed.*)
- No. 116. **ORDNANCE FOR CANADA**:—Return to Order; Copy of contract, correspondence, &c., in connection with the manufacture of great guns for the Government of Canada. (*Not printed.*)
- No. 117. **COLONIZATION GRANTS**:—Return to Order; Return giving every form of patent arrangement or agreement, &c., between Companies and the Government in regard to colonization grants.
- No. 118. **TIMBER AND MINING LICENSES IN DISPUTED TERRITORY, ONTARIO**:—Return to Address; Copies of all correspondence, Orders in Council and papers not already brought down, relating to the cutting of timber or to mining on lands within the territory now in dispute with Ontario; also, all correspondence, &c., and all permits and licenses granted to make timber ties, telegraph poles and saw logs, within the district of Rainy Lake and River, and Lake of the Woods and tributary streams.
- No. 119. **ADMINISTRATION OF JUSTICE, CLAIMS OF THE PROVINCES**:—Return to Address; Copies of correspondence, from 1st July, 1867, to date, between the Dominion and the Provincial Governments respecting the claims of each of the said Provincial Governments, for the repayment of sums expended by them on account of the Dominion for the administration of justice; also, a statement in detail of the claims settled.

- No. 120.. H. M. S. "CHARYBDIS" :—**Return to Order ; Copies of all correspondence, expenditure and reports relating to the "Charybdis", not already brought down. (*Not printed.*)
- No. 121.. SUBSIDIES TO CERTAIN RAILWAYS :—**Report to Council, 14th May, 1883, recommending the grant of a subsidy of \$3,200 per mile, for 12 miles, in all \$38,400, towards the construction of a line of railway between Petitcodiac and Havelock Corner, N.B.
 Proposed subsidy, \$3,200 per mile for 80 miles from Canso to Louisburg or Sydney, in all \$256,000, to the Great American and European Short Line Railway Company.
 Proposed subsidy, \$3,200 per mile for 49 miles, in all \$156,000, to the International Railway Company.
 Proposed subsidy, \$3,200 per mile for 36 miles, in all \$115,200, to the Caraquet Railway Company, N.B.
 Proposed subsidy, \$3,200 per mile, in all \$160,000, to the Gatineau Valley Railway Company.
 Proposed subsidy, \$3,200 per mile first 50-mile section out of St. Jerome, in all \$160,000, to the Montreal and Western Railway Company.
 Proposed subsidy, \$3,200 per mile for 28 miles, from Napanee to Tamworth, in all \$89,600, to the Napanee, Tamworth and Quebec Railway Company.
 Proposed subsidy, \$3,200 per mile for 25 miles, from St. Raymond to Lake St. John, in all \$80,000, to the Quebec and Lake St. John Railway Company.
 Proposed subsidy, \$3,200 per mile for 100 miles from Metapedia to Paspebiac, in all \$320,000, to the Baie des Chaleurs Railway Company.
 Proposed subsidy, \$3,200 per mile for 32 miles (from the Intercolonial Railway to Mr. Laggan's Mills), in all \$102,400, to the Miramichi Valley Railway Company.
 Proposed further subsidy at the rate of \$6,000 per mile, or a further sum, in all of \$660,000, from Gravenhurst to Callander, 110 miles, to such Company as shall be approved by the Governor in Council.
- No. 122.. ST. JOHN RIVER, N.B. :—**Return to Address (Senate) ; Copies of all reports, letters, &c., since 1878, between the Department of Public Works and Mr. J. A. Lyon, or any other person, in reference to the removal of obstructions in the St. John River, N.B. (*Not printed.*)
- No. 123.. MANITOBA INDIAN AGENCY :—**Return to Order ; Report, with evidence, on the condition and management of the Manitoba Indian Agency under J. A. N. Provencher, the Indian Superintendent of the Manitoba District, made by the Government Commission of Enquiry ; also vouchers dated 25th June, 1875, for \$180 ; 25th June, 1875, for \$1,290 ; and 26th December, 1875, for \$600, signed by one Tremblay, &c. (*Not printed.*)
- No. 124.. TELEGRAM EXPENSES, DEPARTMENT OF PUBLIC WORKS :—**Return to Order ; Statement of the expenditure for each month elapsed for the current fiscal year, on telegrams charged to various works in the Department of Public Works, and a like statement from November, 1881, to 30th June, 1882, inclusive. (*Not printed.*)

SESSIONAL PAPERS

RELATING TO THE

CANADIAN PACIFIC RAILWAY

1882-83.

PRINTED BY ORDER OF PARLIAMENT.



OTTAWA:

PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET

1883.

RETURN

(27)

IN ANSWER to a resolution of the HOUSE OF COMMONS, dated 20th February, 1882;—Calling for information in relation to Correspondence with the Canadian Pacific Railway Company:—

1. On the selection of the route.
2. The progress of the work.
3. The selection or reservation of land.
4. The payment of moneys.
5. The laying out of branches.
6. The progress thereon.
7. The rate of tolls for passengers and freights.
8. The particulars required by the Consolidated Railway Act, and amendments thereto up to the end of the previous fiscal year.

9. Like particulars up to the latest practicable date before the presentation of the return.

10. Copies of all Orders in Council and of all correspondence between the Government and the Railway Company, or any member or officer of either, relating to the affairs of the Company.

Number One.

SYNOPSIS OF LETTERS ETC., RELATING TO THE SELECTION OF THE ROUTE.

From 30th March, 1882, to 1st February, 1883.

SUBJECTS:

1. Sault Ste. Marie Branch, Callander to Algoma Mills.
2. Central Section, re-location of line, between Red Fox and Moose Jaw Creeks.
3. Eastern Section, fixing Callander Station.
4. Central Section, location from Moose Jaw to Swift Current Creek.
5. " " Swift Current Creek to crossing of the South Saskatchewan.
6. " " through the Kicking Horse Pass.
7. Eastern Section, location from Prince Arthur's Landing to Current River.

SELECTION OF ROUTE.

No. 1.—SAULT STE. MARIE BRANCH, CALLANDER TO ALGOMA MILLS.

March 30-31, 1882.—From C. Drinkwater, No. 28,473, stating it had been decided to construct the Sault Ste. Marie Branch as a portion of the main line, and asking that the location between Callander Station and Algoma Mills be approved of.

- April 3-4.—From C. Schrieber, No. 28,493, reports on the above location (No. 28,473) as being favorable.
- April 8.—To Report to Council, No. 17,497, recommending location on Report No. 28,493.
- April 17-19.—From Order Council, No. 28,625, approving of location as recommended in No. 17,497.
- April 22.—To C. Drinkwater, No. 17,567, informing him of O. C. No. 28,625.

No. 2.—CENTRAL SECTION, RELOCATION BET. RED FOX CREEK AND MOOSE JAW.

- June 30, July 3.—From C. Drinkwater, No. 29,135, with plan of re-location west of Red Fox Creek towards Moose Jaw Creek, asks that it be approved of.
- June 30, July 3.—C. Schreiber, No. 29,135, reports the re-location as asked for in No. 29,135 to be a great improvement.
- June 30, July 3.—To Report Council, No. 17,886, recommending approval of re-location as above No. 29,135.
- July 22-27.—From Order in Council No. 29,369, amending O. C. No. 27,597, December 14, 1881, and approving of re-location No. 17,886.
- August 2.—To C. Schreiber, No. 18,070, informing him of O. C. No. 29,369.
- August 2.—To C. Drinkwater, No. 18,071, informing him of O. C. No. 29,369.
- August 3-5.—From C. Drinkwater, No. 29,422, acknowledging O. C. No. 29,369.

No. 3.—EASTERN SECTION, FIXING CALLANDER STATION.

- August 26 to September 4, 1882.—From C. Drinkwater, No. 29,416, Company agrees to fix Callander Station at a point 120 miles west of Pembroke.
- August 26 to September 4.—From D. McIntyre, No. 29,417, asking for approval of the above selection, No. 29,416,
- August 26 to September 4.—From C. Schreiber, No. 29,418, reports no objection to selection asked for in No. 29,416, fixing Callander Station.
- August 26 to September 4.—To Report of Council, No. 18,032, recommending the fixing of Callander Station as per No. 29,416.
- August 26 to September 4.—From Order in Council No. 29,419, approving of R. C. No. 18,032.
- August 14.—To C. Drinkwater, No. 18,118, informing him of O. C. No. 29,419.
- August 14.—To C. Schreiber, No. 18,119, informing him of O. C. No. 29,419.
- August 15-16.—From C. Drinkwater, No. 29,484, acknowledging No. 18,118.

No. 4.—CENTRAL SECTION, LOCATION FROM MOOSE JAW CREEK TO SWIFT CURRENT

- September 15-16, 1882.—From C. Drinkwater, No. 29,660, with plan of further location from Moose Jaw Creek to crossing of the South Saskatchewan.
- September 27.—From F. J. Lynch, No. 29,703, reports on No. 29,660, above, recommends approval only from Moose Jaw Creek to Swift Current Creek 113½ miles:—
- September 28.—To Report of Council No. 18,320, recommending for approval location as per No. 29,703.
- October 30 to November 4.—From Order in Council No. 29,753, authorizing location as in R. C. No. 18,320.

No. 5.—CENTRAL SECTION, LOCATION FROM SWIFT CURRENT CREEK TO CROSSING SOUTH SASKATCHEWAN.

- November 6-7, 1882.—From C. Drinkwater, No. 29,986, with plan of location of portion of the line from Moose Jaw Creek to Swift Current Creek, and profile of the line from Moose Jaw Creek to the crossing of the Saskatchewan for approval.

- November 20-30.—From W. B. Smellie, No. 30,192, with maps showing continuation of location of main line westwards from Swift Current Creek to crossing of the Saskatchewan.
- November 30-25.—From C. Schreiber, No. 30,125, report of No. 29,986 from Swift Current Creek to crossing of the South Saskatchewan.
- November 21.—To Report of Council, No. 18,571, for approval of location asked for in No. 29,986.
- November 24-27.—From Order in Council, No. 30,129, approving of location as per R. C. No. 18,571.
- November 28.—To C. Schreiber, No. 18,623, informing him of O. C. No. 30,129.
- November 28.—To C. Drinkwater, No. 18,624, do do do

No. 6—CENTRAL SECTION LOCATION, VIA., KICKING HORSE PASS.

- September 15-16.—From C. Drinkwater, No. 29,659, for approval of route through Kicking Horse Pass across Selkirk Range *via* Beaver Creek as per sketch enclosed.

No. 7—LOCATION PRINCE ARTHUR'S LANDING TO CURRENT RIVER.

- October 9, 1882.—From C. Drinkwater Nos. 30,565 and 2,328, forwarding plans and books of reference.
- November 4.—C. Schreiber, Nos. 30,558 and 2,357, reporting his approval of location covered by plans sent in No. 2,328.
- November 4.—To Report to Council, Nos. 18,516½ and 1,442, recommended application of Company No. 2,328 for approval.
- November 6.—From Order in Council, 30,561 and 2,365, authorizing location recommended in No. 1,442.

Number Two.

SYNOPSIS OF CORRESPONDENCE RELATING TO PROGRESS OF WORK.

- August 24, 1882.—To C. Drinkwater, No. 18,154 drawing attention to the fourth clause of contract *re* the two several portions of the line.
- August 26-28.—From C. Drinkwater, No. 29,545 acknowledging; No. 18,154, says fullest information will be given on receipt of report from their engineers.
- October 3.—To C. Drinkwater, No. 18,339 with Ministers order for opening the road for traffic between Brandon and Regina.

Number Three.

SYNOPSIS—CORRESPONDENCE RELATING TO THE SELECTION AND RESERVATION OF LAND.

Re-Squatters Prince Arthur's Landing on Government Reserve.

- August 26 28, 1882.—From C. Drinkwater, No. 29,544, requesting that Mr. J. St. N. Caddy be instructed to take steps to recover certain land occupied by squatters at or near Prince Arthur's Landing.
- August 31.—To C. Drinkwater, No. 18,210, acknowledging above, No. 29,544, and asking for more definite information as to position of the lands, &c.
- September 26-28.—From C. Drinkwater, No. 29,708, replying to No. 18,210 (above). Land in question is plot of ground known as the Government Reserve on which are a number of buildings. Asks for immediate possession of reserve and wharf.
- October 10.—To Minister of Justice, No. 18,376, referring to him for report thereon, No. 29,708 (above.)
- October 17.—To Minister of Justice, No. 18,428, sending him copy of a telegram from W. B. Smellie asking for a favorable answer in above matter No. 18,376.

- November 30-Dec. 2.—From Minister of Justice, No. 29,963, acknowledging Nos. 18,376 and 18,428 above and asking for more information on the subject.
- November 2-Dec. 2.—From C. Schreiber, No. 29,964, giving information asked for in No. 29,963. Works of construction between Prince Arthur's Landing and Red Rock define the point of junction of the contract and Lake Superior sections. The line between Fort William and the Landing is completed as to allow the running of trains.
- November 3.—To Minister of Justice, No. 18,509, with copy of No. 29,964.
- November 7-8.—From Minister of Justice, No. 29,991, acknowledging No. 18,509 *in re* his No. 29,963, says no authority in the Act for transfer to Company, but it is competent for the Minister to allow the use of the property on such terms as may seem proper to him.
- November 11.—To Secretary of State, No. 18,527½, stating that on the 14th May, 1870, an Order in Council was passed directing that application be made to the Ontario Government for patent of certain public lands at Thunder Bay, as per plan attached on the 27th of same month the Department of Public Works forwarded the Order in Council to your Department. Please inform us what reply was received from the Ontario Government on the subject.
- November 14-18.—From Secretary of State, No. 30,058, acknowledging No. 18,527½. On the 30th May, 1870, the Lieutenant-Governor was addressed a copy of the Order in Council of the 14th of the same month and year *re* Patent for Public Lands at Thunder Bay, together with a plan of the same, to which communication no reply was received.
- January 8, 1883.—To Report Council, No. 18,777, recommending that the Canadian Pacific Railway Company be permitted to enjoy during pleasure all rights and privileges at present enjoyed by the Government in respect to the land with wharf attached at Prince Arthur's Landing, No. 29,991.
- January 12-19.—From Order in Council No. 30,483, authorizing Company to enjoy during pleasure, Government wharf and property at Prince Arthur's Landing, Report Council No. 18,777.

LAND FOR CONSTRUCTION AND TERMINAL PURPOSES, PRINCE ARTHUR'S LANDING.

- October 9, 1882.—From C. Drinkwater, No. 30,555-2,328, enclosing plans and books of reference of lands required for the construction of Canadian Pacific Railway from town of Prince Arthur's Landing, Thunder Bay, to Current River, and for terminal purposes.
- October 26.—From C. Schreiber, Nos. 2,350-30,556, Report on 2,328, above, agrees that 200 feet in width is not more than is prudent in a country subject to heavy snowfalls, and the area for terminal purposes not more than required at such a port of shipment.
- November 4.—Report to Council, No. 1,441, recommending that Company be allowed to expropriate an additional area of land over and above extent authorized by Consolidated Railway Act at Prince Arthur's Landing, for railway purposes.
- November 18.—Report to Council, No. 1,459, further report on Co.'s application for power to expropriate extra quantity of land at Prince Arthur's Landing for track and terminal purposes, and defining to what extent it shall be exercised.
- December 12.—From Order in Council, Nos. 30,562-2,415, authorizing recommendation contained in Report of Council No. 1,459.

LAND FOR CONSTRUCTING EASTERN SECTION, CALLANDER, WESTWARDS.

- October 16-27.—From C. Drinkwater, No. 29,918, with plans, profiles, and books of reference for the construction of the main line from Callander to the north.

east corner of Township 22, some 16 miles. Plans also show additional land required for sidings at the 20th, 42nd, and 53rd miles.

January 5, 1883.—To C. Drinkwater, No. 18,774, informing him that the Chief Engineer reports that it is not considered reasonable that an extent of land from Callander westwards to the north-east corner of Township 22 should be required for such purposes, and asking that plans be furnished showing the amount of land commonly taken for such way-stations (29,918).

January 24.—Report to Council No. 18,838, and January 29, Order in Council No. 30,595, recommend and authorizing Canadian Pacific Railway Company to expropriate such quantity of land at 20th, 42nd, and 53rd miles as may be provided in that clause of the Consolidated Railway Act dealing with station and siding accommodation.

Number Four.

SYNOPSIS OF CORRESPONDENCE RELATING TO PAYMENTS ON ACCOUNT OF SUBSIDY AND ADVANCE ON RAILS.

No. 1.—Payments on Subsidy and Advances on Rails.—Subsidy on 161½ miles.

December 2-5, 1881.—From Clerk Privy Council, No. 27,522, with letter from C.P.R. Company, asking subsidies on 108 miles from Portage la Prairie westward, which includes 88 miles on which subsidies have already been asked.

January 4-5, 1882.—From C. Drinkwater, No. 27,729, asking for cash subsidy of \$535,000, and land of 668,750 acres on 53½ miles on central section from Winnipeg westerly towards Portage la Prairie. Total applied for to date—Cash, \$1,615,000; land, 2,018,750 acres.

January 5.—To Report to Council, No. 17,102, for authority to pay the Company cash and land subsidies (less certain deductions) on 161½ miles of road west of Winnipeg, No. 27,744.

January 5-6.—From C. Schreiber, No. 27,744. Progress Estimate No. 1 on
 27,522—108 } miles=161½ miles.
 27,729— 53½ }

January 9-16.—From Order in Council, No. 27,816, authorising payment on R.C. No. 17,102, of cash \$567,480.71, and land 4,610,000 acres.

No. 2.—Advance on Rails.

April 29, 1882.—From C. Drinkwater, No. 28,705, states Company has delivered \$401,730.00 worth of rails &c., &c., at Flat Creek, and asks for an advance of 75 per cent. thereon as per clause 9, sub-section C of their contract.

May 8.—From C. Schreiber, No. 28,807, reports that Company have 5,000 tons of rails and fastenings in addition to those transferred under contract and recommends an advance of \$187,500, 75 per cent. value.

May 8.—To Report Council, No. 17,651, recommending advance on rails, &c., at Flat Creek, as per No. 28,807.

May 8-10.—From Order Council, No. 28,813, authorising advance on rails, &c., west of Brandon \$187,500.00, Report Council No. 17,651.

May 10-11.—From C. Drinkwater, No. 28,849, referring to Order Council No. 28,813, which covers an advance of 75 per cent. on 5,000 tons at \$50.00, considers they should be allowed 75 per cent. on 7,652 tons at \$52.50.

May 16.—To C. Drinkwater, No. 17,703, in reference to No. 28,849.

May 17-25.—From C. Drinkwater, No. 28,940, acknowledging No. 17,703.

May 17.—To Report Council, No. 17,706, recommending that until otherwise directed the Minister or Acting-Minister be authorized to pay to the Canadian Pacific Railway Company, upon the certificate of their engineer, such sums as may become payable as subsidy under their contract No. 28,849.

May 9-26.—From Order Council, No. 28,944, authorizing payments as per Report Council No. 17,706.

May 30.—To C. Schreiber, No. 17,778, with copy of Order in Council No. 28,944.

No. 4, Authority to allow payment of deduction of \$500,000, as made in Order in Council No. 27,816 to stand over for a time.

May 17-18, 1882.—From C. Drinkwater, No. 28,890, refers to his of January 4, 1882, No. 27,729, which applies for subsidies on 161½ miles on which an Order was passed, No. 27,816 by which \$1,042,519.29, was deducted for cost of first 100 miles west of Winnipeg, asks that this sum be paid to them (*i. e.* payment thereof deferred).

May 22.—To Report Council, No 17,721, recommends that the sum of \$500,000, part of deduction made in O. C., No. 27,816, be allowed to stand over, and in the meantime be refunded to the Company.

May 23-26.—From Order in Council, No. 28,946, authorizing the refund of \$500,000, as per R. C. No. 17,721.

May 23.—To C. Schreiber, No. 17,868, with copy of O. C., No. 28,946.

No. 5.—Subsidy Progress Est. No. 2, Total Distance, 201 miles.

June 8-9.—From C. Schreiber, No. 29,038, Prog. Est. No. 2 to 8th June:

201 miles.....	\$2,010,000 00
Less deductions.....	1,042,519 29
	<hr/>
	\$967,480 71

Less previous payments.

June 9.—To C. Drinkwater, No. 17,813, informing him of above estimate No. 29,038.

June 9.—To Minister of the Interior, No. 17,832, informing him of Progress Est. No. 29,038.

June 10.—To Auditor-General, No. 17,836, informing him that certificate has issued No. 29,038.

No. 6.—Subsidy Prog. Est. No. 3, 221 miles.

June 22-22.—From C. Schreiber, No. 29,094, Prog. Est. No. 3, to 17th June.

221 miles.....	\$2,210,000 00
Less deductions.....	542,519 29
	<hr/>
	\$1,667,480 71

Less previous payments. Land, net amount, 2,210,000 acres.

June 22-22.—To C. Schreiber, No. 29,095, referring to No. 29,094, above, says, in addition to the rails laid in the track and those on which advances have been made, the Company have delivered 2,802 tons, on which no advance has been made.

June 23.—To C. Drinkwater, No. 17,862, informing him of Prog. Est. No. 29,094.

June 23.—To Min. Interior, No 17,863, " " "

June 23.—To. Aud. General, No. 17,864, " " "

June 24-26.—From C. Drinkwater, No. 29,100, acknowledging No. 17,862.

No. 7.—Advance on Rails.

June 28-30, 1882.—From C. Drinkwater, No. 29,124, requesting a further advance on Rails, etc., in stock imported since the date of the last advance.

June 24-26.—From C. Drinkwater, No. 29,104, applies for an advance on additional 5,000 tons of steel rails, at \$50 per ton, 75 per cent. of which is \$187,500.

No. 8.—Subsidy Prog. Est. No. 4, 241 miles.

July 12-14, 1882.—From C. Schreiber, No. 29,254, Prog. Est. No. 4, to July 10, 1882 :
 241 miles..... \$2,410,000 00
 Less deductions..... 542,519 29

\$1,867,480 71

Less previous payments. Land net amount... 2,410,000 acres.

July 18.—To C. Drinkwater, No. 17,973, informing him of Prog. Est., No. 29,254.

July 18.—To Min. Interior, No. 17,974, " " "

July 18.—To Auditor General, No. 17,975, " " "

July 19-21.—From C. Drinkwater, No. 27,287, acknowledging No. 17,973.

No. 9.—Advance on Rails.

July 20-20, 1882.—From C. Drinkwater, No. 29,277, for a further advance on steel rails delivered.

July 20-20.—From C. Schreiber, No. 29,270, the Company is entitled to a further advance on 10,000 tons steel rails, at \$50 = \$300,000, 75 per cent. of which is \$375,000.

No. 10.—Advance on Rails.

July 22-22, 1882.—From C. Schreiber, No. 29,303, recommends a further advance on 8,000 tons of steel rails, at \$50, 75 per cent. of which is \$300,000.
 Statement of rates appended.

No. 11.—Subsidy Prog. Est. No. 5, 261 miles.

July 26-27, 1882.—From C. Schreiber, No. 29,363, Prog. Est. No. 5, to July 26.

261 miles..... \$2,610,000 00

Less deductions..... 617,519 29

\$1,992,480 71

Less previous payments. Land, net amount.. 2,610,000 acres.

Advance on 20 miles of rails..... \$75,000

Less previous payments.

July 27.—To Minister of Interior, No. 18,039 informing him of Prog. Est. No. 29,363.

July 27.—To C. Drinkwater, No. 18,045 " " " "

July 27.—To Auditor General, No. 18,046 " " " "

No. 12.—Subsidy Prog. Est., No. 6, 281 miles.

July 31-31, 1882.—From C. Schreiber, No. 29,381, Prog. Est. No. 6, to 31st July ;

281 miles... \$2,810,000 00

Less deductions..... 617,519 29

\$2,192,480 71

Less previous payments ; land subsidy net..... 2 810,000 acres.

August 2.—To C. Drinkwater, No. 18,075, informing him of Prog. Est. No. 29,381.

August 2.—To Minister of Interior, No. 13,076, informing him of Prog. Est. No. 29,381.

August 2.—To Auditor General, No. 18,077, informing him of Prog. Est. No. 29,381.

No. 13.—Advance on Rails.

August 1-2, 1882.—From C. Drinkwater, No. 29,388, for a further advance on rails.

August 2.—From C. Schreiber, No. 29,396, reports on No. 29,388 in favour of an advance on 14,000 tons, 75 per cent. of which is \$52,500, also furnishes statement of rails delivered.

No. 14.—Subsidy Prog. Est., No. 7, 321 miles.

- August 10-10, 1882.—From C. Schreiber, No. 29,447, Prog. Est. No. 7, to 5th August, 321 miles less deductions.....\$2,498,730 71
 Less previous payments; land..... 3,210,000 acres.
 August 12.—To Minister of Interior, No. 18,109, informing him of No. 29,447.
 August 12.—To Auditor General, No. 18,110, informing him of No. 29,447.
 August 12.—To C. Drinkwater, No. 18,111, informing him of No. 29,447.
 August 14-15.—From C. Drinkwater, No. 29,479, acknowledging No. 18,111.

No. 15.—Advance on Rails.

- August 11-12, 1882.—From C. Drinkwater, No. 29,461, for further advance on rails.
 August 14.—To C. Drinkwater, No. 18,121, in reply to No. 29,461. There are only 155 tons rails now on hand.
 August 15-15.—From C. Schreiber, No. 29,480, reports in favor of an advance of 75 per cent. on 1,350 tons rails, \$50,625.00.

No. 16.—Subsidy, Prog. Est. No. 8, 341 miles.

- August 22, 1882.—From C. Schreiber, No. 29,504, Prog. Est. No. 8, to 8th August: 341 miles nett..... \$2,623,730 71
 Less previous payments. Land net..... 3,410,000 acres.
 August 22.—To Auditor-General, No. 18,142, informing him of Certificate No. 29,504.
 August 22.—To Minister Interior, No. 18,143, " " "
 August 22.—To C. Drinkwater, No. 18,144, " " "

No. 17.—Subsidy, Prog. Est. No. 9, 361 miles.

- August 26, 1882.—From C. Schreiber, No. 29,542, Prog. Est. No. 9, to 22nd August: 361 miles net..... \$2,812,480 71
 Less payments, land 3,610,000 acres.
 August 29.—To Minister Interior, No. 18,189, informing him of Certificate No. 29,542.
 August 29.—To C. Drinkwater, No. 18,190, " " "
 August 29.—To Auditor-General, No. 18,191, " " "

No. 18.—Subsidy, Prog. Est. No. 10, 381 miles.

- September 12-13, 1881.—From C. Schreiber, No. 29,634, Prog. Est. No. 10, to 9th September: 381 miles net..... \$3,012,480 71
 Less payment, land, net..... 3,810,000 acres.
 September 13.—To Auditor-Gen., No. 18,262, informing him of Certificate No. 29,634.
 September 13.—To Min. Interior, No. 18,263, " " "
 September 13.—To C. Drinkwater, No. 18,264, " " "

No. 19.—Subsidy, Prog. Est. No. 11, 401 miles.

- September 19-20, 1882.—From C. Schreiber, No. 29,673, Prog. Est. No. 11, to 19th September: 401 miles net..... \$3,219,480 71
 Less payments, land, net..... 4,010,000 acres.
 September 20.—To C. Drinkwater, No. 18,291, informing him of Certificate No. 29,673
 September 20.—To Min. Interior, No. 18,292, " " "
 September 20.—To Auditor-Gen., No. 18,293, " " "

No. 20.—Re-Postponement of Payment of Deduction.

- September 18-23.—From C. Drinkwater, No. 29,688, in view of monetary stringency in the U.S., asks for postponement, for a time, of deductions on advances

No. 21.—Confirming action under O. C., No. 28,944.

September 25, 1882.—To Rept. Council No. 18,300½, for approval of action on O. C. No. 28,944; re-payment subsidy.

September 26-27.—From Order Council No. 29,699, approving of subsidy to date on 401 miles, \$4,010,000. From date, special orders to be made from time to time.

No. 22.—Subsidy Prog. Est., No. 12.—421 Miles

September 27-27.—From C. Schreiber, No. 29,707. Report and Prog. Est., No. 12 to 22 Sept., 421 miles, nett, \$3,412,480.71; less payments, land, nett 4,210,000 acres.

September 28.—To Rept. Council No. 18,321, for authority to pay \$200,000 for further 20 miles on certificate No. 29,707 above.

September 29-30.—From Order Council No. 29,743, authorizing payment on R. C. No. 18,321.

September 29.—To C. Drinkwater, No. 18,329, informing him of O. C. No. 29,743.

September 29.—Aud. General, No. 18,330, do. do. do.

September 29.—Min. Interior, No. 18,331, do. do. do.

No. 23.—Subsidy Prog., Est., No. 13.—441 Miles.

October 9-9.—From C. Schreiber, No. 29,794. Prog., Est. No. 13 to 30th Sept., 441 miles less deduction of previous payments, \$3,556,230.71; land, gross less ½, 4,410,000 acres.

October 9.—To Rept. Council No. 18,364, on above Cert. No. 13 (recomd. payment)

October 12.—From Order Council No. 29,822, authorizing payt. on No. 18,364.

October 12.—To Aud. General No. 18,399, informing him of O. C. No. 29,822.

October 12.—To Min. Interior No. 18,400 do. do. do.

October 12.—To C. Drinkwater, No. 18,401 do. do. do.

No. 24.—Subsidy Prog. Est. No. 14.—461 Miles.

October 12-13.—From C. Schreiber, No. 29,814, Prog. Est. No. 14 to 7th Oct., 461 miles, nett, \$4,834,355.71; land, gross less ½, 4,610,000 acres.

October 13-14.—To Rept. Council No. 18,406, on above certificate No. 14, (29,814.)

October 14-16.—From Order Council No. 29,836, authorizing pay't on No. (18,406.)

October 14.—To Min. Interior No. 18,416, informing him of O. C., No. 29,836.

October 14.—To Aud. General 18,417, do do do

October 14.—To C. Drinkwater No. 18,418, do do do

October 16.—To Aud. General No. 18,421, informing him of clause in O. C., of 12th instant, (29,822) which shows C. P. R. Co., entitled to land subsidy of 250,000 acres.

October 19.—From C. Drinkwater, No. 29,857, ack. letter of 14th (18,418.)

No. 25.—Subsidy, Prog. Est. No. 15 481 miles.

October 17.—From C. Schreiber, No. 29,839, Prog. Est., No. 15, to 17th Oct. 481 miles west, \$4,959,355.71 Land Gross less 1-5 4,810,000 acres.

October 17.—To Rept. Council No. 18,430, recom. pay., of subsidies on certif. No. 15 (28,839.)

October 19-20.—From Order Council, No. 29,872, authorizing pay't., on No. 18,430

October 17.—To Min. Interior, No. 18,429, informing him of O. C., No. 29,872.

October 19.—To Aud. General, No. 18,437 do do do

October 19.—To C. Drinkwater, No. 18,438, do do do

No. 26.—To Subsidy Eastern Section Prog. Est., No. 1. 20 miles.

October 23-24.—From C. Schreiber, No. 29,896, Prog. Est., No. 1 Eastern Division of work to 23rd Oct., 1882, 20 miles at 15.384.61 \$307,692.20, land less ½ 158,845,60 acres.

October 25.—To Rept. Council, No. 18,475, for authority to pay on Cert. No. 1, No. 29,896.

October 26-26.—From Order Council, No. 29,916, authorizing above No. 18,475.

October 26.—To Aud. Gen'l., No. 18,479, informing him of O. C., No. 29,916.

October 25.—To Min. Interior, No. 18,476, do do do

October 26.—C. Drinkwater, No. 18,481, do do do

October 22-28.—From C. Drinkwater, No. 29,926, acknowledging receipt No. 18,481.

No. 27.—Advance on Rails.

October 23-24.—From C. Drinkwater, No. 29,897, for further advances on rails.

October 25-26.—From C. Schreiber, No. 29,909, report statement on No. 29,897, Company entitled to net advance of \$225,000.

October 26.—To Rept. Council No. 18,486, for authority to advance on rails as per No. 29,909, \$225,000.

November 27.—From O. Council, No. 29,942, authorizing above, No. 18,486.

December 19 20.—From C. Schreiber No. 30,062, referring to O. C. No. 29,942, and reports the Company over-paid on 1,067 tons rails.

No. 28.—Subsidy Re Prog. Est. No. 16. covering 501 miles net.

October 31, 1882.—From C. Schreiber, No. 29,962, Prog. Est. No. 16 to 30 October, 501 miles net \$5,083,355.71 land, gross, less $\frac{1}{3}$, 5,010,000 acres.

October 31.—Report to Council, No. 18,501, authority to pay on cert No. 16, \$125,000 and land subsidy 200,000 acres.

November 3-4.—From O. C., No. 29,974, authorizing payt. on R. C. No. 18,501.

November 3.—To Min. Interior, No. 18,503, informing him of O. C. No. 29,974.

November 3.—To Aud. Gen., No. 18,507, do do do

November 3.—To C. Drinkwater, No. 18,508, do do do

No. 29.—Subsidy Re Prog. Est. No. 17 to 8th November.

November 11-15, 1882.—From C. Schreiber, No. 30,015, Prog. Est. No. 17 to 8 Nov. 521 miles net \$5,209,355.71; land 200,000 acres, also statement of rails.

November 14.—To Rep. to C., No. 18,539 $\frac{1}{2}$ recommends paymt. Cert. No. 17.

November 15.—From O. C., No. 30,044, authorising payment of Cert. No. 17, in report No. 18,539 $\frac{1}{2}$.

December 14.—To Minister of Justice, No. 18,540, informing him of Order in Council No. 30,044.

December 14.—To Auditor-General, No. 18,541, informing him of Order in Council No. 30,044.

December 14.—To C. Drinkwater, No. 18,542, infg. him of Order in Council No. 30,044.

No. 30.—Advance on Rails.

December 11-13.—From C. Schreiber, No. 30,018, encloses a letter received from the Company, in which an advance is asked for on 5,000 steel rails stored at Hochelaga, says delivery does not appear to be in conformity with contract.

December 22-24.—From C. Drinkwater, No. 30,112, re advance on steel rails at Hochelaga.

November 27-27.—From C. Schreiber, No. 30,133, reports on 30,112 rails on Hochelaga; 4,078 tons at \$28.00, \$114,184, 75 per cent. of which is \$85,638.

December 1-1.—From Min. Justice, No. 30,205, report on advance on steel rails at Hochelaga.

December 1.—To Rept. to Council, No. 18,637, for authority to make advance on rails at Hochelaga.

- December 2-5.—From Order Council, No. 30,228, authorizing advance on steel rails at Hochelaga, R. C., No. 18,637.
- December 5.—To Min. Justice, No. 18,651, asking for draft of Bond to be signed by the Company on payment to them of advance on rails at Hochelaga.
- December 13-13.—From Min. Justice, No. 30,289, with documents asked for in No. 18,651.
- December 13.—To Min. Justice, No. 18,692, re-advance on rails at Hochelaga, draft agreement enclosed.
- December 18-18.—From Min. Justice, No. 30,324, enclosing agreement with the Company, duly executed for advance on rails at Hochelaga.
- December 18.—To C. Schreiber, No. 18,714, with copy of agreement with the Company, No. 30,324.
- December 19.—To C. Drinkwater, No. 18,716, informing him of certificate for advance on rails at Hochelaga.
- January 3-5, 1883.—From Min. Justice, No. 30,397, enclosing the Report of C. W. Robinson who was appointed to take delivery of the rails in this matter.
- January 23-26.—From C. Schreiber, No. 30,522, reports on No. 30,397.

No. 31.—Advance on Rails.

- December 16-20, 1882.—From C. Drinkwater, No. 30,064, *re:* removal of steel rails from Montreal to Mattawa.
- December 20-21.—From C. Schreiber, No. 30,072, referring to No. 30,064. After deducting for rails on track on first 20 miles west of Callander, the Company have in stock 4,170 tons on which they are entitled to an advance of \$50 per ton, 75 per cent of which is \$93,825.00.
- December 21.—To Rept. Council, No. 18,569, for authority to pay advance on Report No. 30,072.
- December 21.—From Order Council, No. 30,227, authorizing advance on R. C., No. 18,569.
- November 27.—From Auditor-Gen. No. 30,136, has not yet received the application to credit the advance to the Syndicate and credit the subsidy with the amount which the Syndicate is entitled to on rails laid down along the line.
- December 12.—To C. Drinkwater, No. 18,681, informing him of the issue of certificates on Nov. 28th for \$22,500.00, and on Dec. 5th for \$93,825.00.

No. 32.—Subsidy Prog. Est., No. 18, 541 miles.

- December 20-21, 1882.—From C. Schreiber, No. 30,074 Prog. Est. No. 18 to 15th Nov.

541 miles.....	\$5,410,000 00
Advance on rails.....	466,875 00

	\$5,876,875 00
Less deductions.....	542,519 29

Less previous payments.....	\$5,334,355 71
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Land subsidy, net amount.....	5,410,000 acres.
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- December 21.—Report to Council, No. 18,560, for authority to pay on No. 30,074.
- December 22-23.—From Order Council, No. 30,090, authorizing payment on No. 18,570.
- December 22.—To Min. Interior, No. 18,573, informing him of O. C. No. 30,090.
- December 22.—To C. Drinkwater, No. 18,575, informing him of O. C. No. 30,090.
- December 22.—To Auditor-General, No. 18,576, informing him of O. C. No. 30,090.

No. 33.—Relative to payment by C. P. R. Co'y. of \$500,000. See also subject No. 4.

February 2, 1883.—To Auditor-General, No. 18,878, asking that the Department be informed whether the \$500,000, referred to in O. C. of 23rd May, has been repaid by the C. P. R. Co'y, No. 28,946.

February 3.—From Auditor-General, No. 30,614, statement of advances made to the Company by authority of O. C. No. 28,946.

No. 34.—Subsidy Prog. Est. No. 19, 561 miles.

December 6-7, 1882.—From C. Schreiber, No. 30,243, Prog. Est. No. 19 to 3rd Dec. 561 miles.....\$5,610,000 00

Advance on rails..... 414,375 00

\$6,024,375 00

Less deductions..... 542,519 29

Less previous payments.....\$5,481,855 71

Land subsidy net..... 5,610,000 acres.

December 7.—Report to Council, No. 18,665, for authority to pay subsidy on Cert. 19, No. 30,243.

December 11-12.—From Order Council, No. 30,269, authorizing payment on R. C. No. 18,665.

December 11.—To Min. Interior, No. 18,666, advising him of Order in Council No. 30,269.

December 11.—To Auditor-General, No. 18,673, advising him of Order in Council No. 30,269.

December 11.—To C. Drinkwater, No. 18,674, advising him of Order in Council No. 30,269.

No. 35.—Advance on Rails.

December 14-15.—From C. Drinkwater, No. 30,296, for a further advance on steel rail imported into the North-West.

December 15-15.—From C. Schreiber, No. 30,303, report on No. 30,296—Company entitled to 75 per cent. on 3,400 tons rails at \$50, \$127,000, and statement of rails enclosed.

December 15.—To Rept. Council, No. 18,706, recommending advance on Certificate No. 30,303.

December 15-18.—From Order Council, No. 30,322, authorizing R. C. No. 18,706.

December 18.—To C. Drinkwater, No. 18,711, informing him of O. C. No. 30,322.

No. 36.—Advance on Rails.

December 5-6.—From C. Drinkwater, No. 30,230, for advance on 2,000 tons rails at P. A. Landing, and 3,787 tons at Algoma Mills, at a value of \$38 per ton.

December 16-18.—From C. Schreiber, No. 30,323, report on No. 30,230.

December 18.—To C. Drinkwater, No. 18,715, stating that rails for use on the C. P. R. have not been delivered at Algoma Mills.

January 26-27, 1883.—From C. Schreiber, No. 30,531, reports on No. 30,230 for advance on rails at Prince Arthur's Landing. Company are entitled to advance as follows:—

2,394 tons at \$33.00..... \$79,002.00

75 per cent. of which is..... 59,250.00

January 30.—To Rept. Council No. 18,860, recommending that authority be given for advance of \$59,250.00 on No. 30,531.

February 1.—From Order Council, No. 30,586, authorizing advance of \$59,250 on R. C. No. 18,860.

February 1.—To C. Drinkwater, No. 18,877, informing him of O. C. No. 30,586.

No. 37.—Advance on Rails.

December 16-18, 1882.—From C. Drinkwater, No. 30,314, requesting a further advance on rails imported into the North-west.

December 19.—From C. Schreiber, No. 30,333, report on No. 30,314, Company entitled to an advance on 800 tons rails at \$50, 75 per cent. of which is \$30,000, and statement of rails enclosed.

December 19.—To Rept. Council, No. 18,717, recommending advance as per Certificate No. 30,333.

December 22-26.—From Order Council No. 30,355, authorising R. C. No. 18,717.

No. 38.—Advance on Rails.

December 22-23.—From C. Drinkwater, No. 30,347, for a further advance on steel rails and fastenings imported into the North-West.

December 23-26.—From C. Schreiber, No. 30,352, report on No. 30,347, Company entitled to an advance of 75 per cent, on 2,000 tons at \$50,=\$75,000, and statement of rails enclosed.

December 29.—To Rept. Council, No. 18,745, recommending advance as per Certificate No. 30,352.

December 30.—To C. Drinkwater, No. 18,748, informing him of Cert. No. 30,352.

January 5, 1883.—From Order Council No. 30,436, authorising R. C. No. 18,745.

No. 39.—Advance on Rails

January 9-11, 1883.—From C. Drinkwater, No. 30,426, for a further advance on material imported into Manitoba since last advance.

January 16.—From C. Schreiber, No. 30,461, reports on application No. 30,426, and states the Co'y. are entitled to an advance as follows: 2,100 tons rails at \$50—\$105,000, 75 per cent.—\$78,750.

January 16.—To Rept. to Council, No. 18,809, recommending an advance of \$78,750, on 2,100 tons steel rails in stock on the Central Section.

January 19-26.—From O. C., No. 30,524, authorizing payment of \$78,750 on Report No. 18,809.

January 26.—To C. Drinkwater, No. 18,847, informing him of No. 30,524, O.C.

No. 40.—Prog. Est. No. 20, 581 miles.

January 23, 1883.—From C. Schreiber, No. 30,513, Prog. Est. No. 20, Central section, up to 23rd January, 1883: 581 miles, \$10,000..... \$5,810,000

Add advance on rails, 39,650 tons at \$30=\$1,982,500

75 per cent. of which..... 1,486,875

Less covered by this Estimate, 20,300 tons 761,250

725,625

\$6,538,625

January 23.—To Rept. Council, No. 18,837, recommending payment on Certificate No. 20 (No. 30,513 above) of \$200,000.

January 29.—From Order Council, No. 30,548, authorizing payment of \$200,000 on R. C. No. 18,837.

January 30.—From Auditor-General, No. 30,582, enquiring if a deduction of \$75,000 is to be made from last Estimate for rails already advanced on.

January 30.—From C. Schreiber, No. 30,582, no advances have been made on rails used on last 20 miles.

- January 30.—To Auditor General, No. 18,862, acknowledging No. 30,582, and stating that no advances have been made on rails laid on the 20 miles for which last Estimate was given.
- January 23.—To L. Russell, No. 18,836, informing him of issue on Certificate No. 20 or No. 30,513.

No. 41.—Advance on Rails.

- January 27, 1883.—From C. Drinkwater, No. 30,536, asking for a further advance on rails and fastenings imported into Manitoba since the last advance.
- January 31.—From C. Schreiber, No. 30,577, Reports on application No. 30,536 and furnishes statement of advance on rails up to the 19th Estimate. Company now entitled to 75 per cent. on 3,650 tons at \$50 = \$136,875.
- January 31.—To Report Council, No. 18,870, recommending an advance of \$136,875 to the Company as reported on by the Chief Engineer, No. 30,577.
- January 31.—From Order Council, No. 30,587, authorizing the recommendation of R. C. No. 18,870.
- February 1.—To C. Drinkwater, No. 18,876, informing him of O. C. No. 30,587.

Numbers Five and Six.

CORRESPONDENCE RELATING TO BRANCHES AND PROGRESS THEREON.

- December 8, 1882.—To Mayor Carney, No. 18,669, reconstruction of a bridge over the Red River at Emerson.
- December 9.—Report to Council, No. 18,671, for authority to place in the Estimates 83-84 an additional \$20,000 to aid in construction of railway and traffic bridge over Red River at Emerson.
- December 11-12.—From Order in Council, No. 30,270, authorizing recommendation contained in No. 18,671 (above).
- December 12.—To Mayor Carney, No. 18,683, (Tel.) Council have agreed to put \$20,000 additional in Estimate for bridge.
- December 12.—To Mayor Carney, No. 18,684, with Order in Council No. 30,270.
- December 12.—To C. Drinkwater, No. 18,685, with Order in Council No. 30,170.
- December 13-18.—From C. Drinkwater, No. 30,320, acknowledging No. 18,635.

SELECTION OF ROUTE.

SAULT STE. MARIE BRANCH AS A PORTION OF THE MARIE LINE.

MONTREAL, 30th March, 1882.

SIR—Referring to my letter to you of the 26th September (27,087), and 21st October (27,221) last, submitting plans and books of reference of the lands required for that portion of the line extending eastward 50 miles from Algoma Mills, on Lake Huron, the line alluded to was called "the Sault Ste. Marie Branch." Since that time the Directors have come to the conclusion that it is in all respects desirable that this part of the so-called branch should be constituted a portion of the main line of the Canadian Pacific Railway, and it now becomes necessary to have the location of the same approved.

I have, therefore, to hand you a map upon which is carefully laid down the route of the main line as located for construction, between Callander and Algoma Mills, embracing the (50) fifty miles above referred to, a distance in all of 191 miles accompanied by profiles of the same.

From surveys made and information otherwise obtained, the Directors have decided that west of Algoma Mills the line will follow near the course of the Mississauga River, and generally near to the north shore of Lake Superior, in preference to take the inland route projected on the Government maps *via* Moose River, Long Lake and Lake Nipigon.

The Directors are aware that for a considerable portion of the intended route the works will be of a much heavier character than they would by the inland line

there will, however, be great facilities afforded to construction by having frequent access to the works from the lakes.

Our surveys are not sufficiently advanced to enable me to state the exact distance between Callander and the existing line at Thunder Bay, but it is not anticipated that it will be lengthened by adopting the lake shore route.

I am directed to state that surveys will be immediately proceeded with westwards from Algoma Mills, and eastwards from Prince Arthur's Landing, and it is anticipated that these surveys will be sufficiently advanced by the autumn, to enable the Directors to place under contract 80 miles of the line west of Algoma and the section between Prince Arthur's Landing and Nepigon River a distance of about 65 miles.

I have now to request that the location between Callander and Algoma Mills as shown by the accompanying maps and profiles, be submitted for the approval of the Governor General in Council.

The line may be described as follows :—

From Callander the line follows the course of the Vase River to the Forks of the same, thence by the north shore of Lake Nipissing and across the Sturgeon River immediately below the falls, thence in a north-westerly direction along the course of the Veuve River, and by the North Branch of the same to near the Wahnapee River in Township 47 and crossing the latter river at the township line between Townships 47 and 55 thence in a south-westerly direction by the northerly side of Long Lake, to near the west line of Township 62 thence westerly through Township 70, thence south-westerly crossing Vermillion River in Township 77 and continuing in the same course to the left bank of the Spanish River near the big bend, thence by the left bank of the last mentioned river, and crossing the same near the south line of Township 99, thence still following a south-westerly course near to the right bank of the Spanish River until it reaches the shore of Lake Huron, thence westerly near the shore of the Lake, crossing the Serpent River near its mouth and on to Algoma Mills a distance of about 191 miles.

I beg to enclose copy of a Report dated 18th inst., from Mr. Smellie Consulting Engineer, on the progress of the work west of Callander.

I have the honour to be, Sir, your obedient servant,
C. DRINKWATER, *Secretary*.

P. S.—The following enclosures accompany the letter :—

1. Map showing line as located.
 2. Profile from Callander westward..... 61 miles.
 - *3. 61 miles westward to 141..... 80 “
 4. 141 miles to Algoma Mills..... 50 “
- 191

*No. 3 is not ready to accompany this letter, but will be sent with a supplementary letter as soon as completed.

MONTREAL, 31st March, 1882.

SIR.—With reference to my letter of yesterday's date, I now beg to enclose you document No. 3 referred to in the postscript.

I have the honor to be, Sir, your obedient servant.

C. DRINKWATER, *Secretary*.

F. BRAUN, Esq., Secretary Railways and Canals.

MONTREAL, 18th March, 1882.

SIR,—I beg to report that plans and profiles have been received covering that portion of the main line of the Canadian Pacific Railway extending from Callander to Algoma Mills on Lake Huron a distance of about 191 miles, and I have now to hand you a map showing the line of location with profile of the same, that they may be submitted for the approval of the Governor General in Council.

The alignment over this section is found to be very favorable and the gradients for the most part are easy and undulating, the steepest in no case exceeding one per hundred.

Previous to the 1st July last the work of construction was commenced at Callander and is now in progress between that point and the 45th mile west. The line has been cleared for this distance and grading to a considerable extent has been done.

At the western end of this section 60 miles were put under contract in October last and the works have been in progress all the winter. The line has been cleared from Algoma Mills eastward for a continuous distance of 50 miles besides detached lengths further on. The Company have several steam drills at work, and fair progress is being made in grading.

A contract has been made with the Toronto Bridge Company to furnish super structures of steel and iron for six of the principal stream crossings that will be required this summer, and all of which are to be in place by October next, viz.: Four spans of 100 feet, one span of 140 feet, and one span of 160 feet. The abutments of these bridges will be of masonry. Stone abutments will also be built for smaller structures, and all culverts will be of stone, when the material can be had within a reasonable distance.

Quantities of timber and ties are being provided along the two sections now under way, and it is expected that the track can be laid for a distance of 60 miles west of Callander and for 60 miles east of Algoma Mills before the close of the ensuing season.

The wharf property at Algoma Mills belonging to the Company is being extended 250 feet by 60 feet, and will be connected with the main line by a siding or branch about 2,000 feet in length.

I have the honor to be, Sir, your obedient servant,
W. B. SMELLIE, *Consulting Engineer.*

C. DRINKWATER, Secretary.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, April 3rd, 1882.

SIR,—The letter from Mr. Drinkwater, Secretary of the Canadian Pacific Railway Company, dated the 30th March ult., under cover No. 28,473, making application to have the location of the line between the western terminal point of the subsidized portion of the Canada Central Railway (now Canadian Pacific) and Algoma Mills, alluded to in previous correspondence as "The Sault Ste. Marie Branch" approved as forming part of the trunk line of the Canadian Pacific Railway, having been referred to me, I have the honor to report:—

The section of location between the points above named appears very favorable, and if the Company are able to satisfy the Government that it is practicable to make connection with the line at Prince Arthur's Landing on the route described in Mr. Drinkwater's communication, which by scaling on the maps appears to be of no greater length than by the interior route, there can, in my opinion, be no objection to its adoption as forming a part of the trunk line. I am not, however, furnished with the necessary information to enable me to form an opinion as to the practicability of the route proposed, but I may state that both the Vice President and the Engineer in Charge of construction for the Company express themselves confident on this point.

Upon these grounds, perhaps, this section might be approved as forming a part of the trunk line, subject to the Company at some future time satisfying the Department of the practicability of this route; and I suggest that if this course be adopted, that payment of any subsidy upon any portion of the eastern section, which would not be common to both, the shore route and the interior route, surveyed by the Government, should be deferred until the Department be so satisfied.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCREIBER, *Engineer in Chief.*

F. BRAUN, Esq., Secretary, Railways and Canals.

OTTAWA, April 8th, 1882.

(Memorandum.)

The undersigned has the honor to represent that, by a letter dated the 30th ultimo, application has been made by the Canadian Pacific Railway Company for approval of the location of a section of their line between Callander Station, Lake Nipissing, the western terminal points of the subsidized portion of the Canada Central Railway and Algoma Mills, Lake Huron, such section being part of the contemplated line between Lake Nipissing and the Sault Ste. Marie, originally proposed as a branch, but now intended to form part of the main line of the railway.

That the location as shown on the map submitted, and as described by the company is as follows:—

From Callander, the line follows the course of the Vase River to the forks of the same; thence by the north shore of Lake Nipissing, and across the Sturgeon River, immediately below falls; thence in a north-westerly direction along the course of the Veuve River, and by the north branch of the same, to near the Wahnapiitee River in Township 47, and crossing the latter river at the township line between Townships 47 and 55; thence in a south-westerly direction by the northerly side of Long Lake to near the west line of Township 62; thence westerly through Township 70; thence south-westerly, crossing Vermillion River in Township 77, and continuing in the same course to the left bank of the Spanish River, near the Big Bend; thence by the left bank of the last mentioned river, and crossing the same near the south line of Township 99; thence, still following a south-westerly course, near to the right bank of the Spanish River, until it reaches the shore of Lake Huron; thence, westerly, near the shore of the lake, crossing the Serpent River near its mouth, and on to Algoma Mills.

That the said application having been submitted to the Chief Engineer he has reported, under date the 3rd instant, to the effect that the section of location between the points named appears to be very favorable; that the route above described appears to be of no greater length than the inland route proposed by the Government and that in the event of satisfactory evidence being given that connection with the existing line at Prince Arthur's Landing is practicable by the new route, there can, in his opinion, be no objection to its adoption as part of the main line; as to such practicability he states that although himself unable to form an opinion from lack of the necessary information, both the Vice-President and the Engineer in charge of construction for the Company express themselves as confident upon the point.

The undersigned accordingly, and upon the further suggestion of the Chief Engineer, recommends that as required by their Act of incorporation the approval of His Excellency the Governor General in Council, be given to the location of the line as now submitted by the Company, and as above described, such line to be part of the trunk line, it being made a condition of such approval that the Company shall at some future time, satisfy the Department of Railways and Canals that the route proposed is practicable; payment of any subsidy upon any portion of the eastern section which would not be common to both the present shore route and the interior route surveyed by the Government being deferred until such satisfactory evidence of practicability has been furnished by the Company.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

COPY of a Report of a Committee of the Honorable the Privy Council approved by His Excellency the Governor General in Council on the 17th April, 1882.

On a Memorandum dated 8th April, 1882, from the Minister of Railways and Canals, submitting an application, dated 30th March ultimo, of the Canadian Pacific Railway Company for approval of the location of a section of their line between

Callander Station, Lake Nipissing, the western terminal point of the subsidized portion of the Canada Central Railway and Algoma Mills, Lake Huron, such section being part of a contemplated line between Lake Nipissing and the Sault Ste. Marie, originally proposed as a branch, but now intended to form part of the main line of the railway, that the location as shown on the map submitted and as described by the Company is as follows:—

"From Callander the line follows the course of the Vase River to the Forks of the same; thence by the north shore of Lake Nipissing and across the Sturgeon River immediately below the falls; thence in a north-westerly direction along the course of the Veuve River, and by the north branch of the same to near the Wahnapee River in Township 47, and crossing the latter river at the township line between Townships 47 and 55; thence in a south-westerly direction by the northerly side of Long Lake to near the west line of Township 62; thence westerly through Township 70; thence south-westerly crossing Vermillion River in Township 77, and continuing in the same course to the left bank of the Spanish River near the big bend; thence by the left bank of the last mentioned river, and crossing the same near the south line of Township 99; thence, still following a south westerly course near to the right bank of the Spanish River, until it reaches the shore of Lake Huron; thence westerly near the shore of the Lake crossing the Serpent River near its mouth and on to Algoma Mills."

That the Chief Engineer of Government Railways reports, dated 3rd April instant, to the effect that the section of location between the points named appears to be very favorable. That the route above described appears to be of no greater length than the more inland route proposed by the Government, and that, in the event of satisfactory evidence being given that connection with the existing line at Prince Arthur's Landing is practicable by the new route, there can, in his opinion, be no objection to its adoption as part of the main line. As to such practicability, he states that although himself unable to form an opinion from lack of the necessary information, both the Vice-president and the Engineer in charge of construction for the Company express themselves as confident upon the point.

The Minister accordingly and upon the further suggestion of the Chief Engineer, recommends that, as required by their Act of incorporation, the approval of the Governor in Council be given to the location of the line as now submitted by the Company and as above described, such line to be part of the trunk line, subject to the proviso that the Company shall at some future time satisfy the Department of Railways and Canals that the route proposed is practicable; payment of any subsidy upon any portion of the Eastern Section which would not be common to both the present shore route and the interior route surveyed by the Government being deferred until such satisfactory evidence of practicability has been furnished by the Company.

The Committee concur in the above recommendation and submit the same for Your Excellency's approval.

Certified, JOHN J. McGEE, Assistant C.P.C.
Hon. Minister Railways and Canals.

SELECTION OF ROUTE.

Central Section.—Re-location of line between Red Fox and Moose Jaw Creeks.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 30th June, 1882.

SIR,—I have the honor, by instruction of the Board of Directors, to transmit herewith a plan showing a re-location of a portion of the main line of the Canadian Pacific Railway for a distance west of Red Fox Creek towards Moose Jaw, and to request that such re-location may receive the sanction of His Excellency the Governor-General in Council.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary, Railways and Canals.

REPORT BY THE CHIEF ENGINEER.

July 3rd, 1882.

The alignment marked blue on the location plan attached is a great improvement on that of the old location which has been approved.

COLLINGWOOD SCHREIBER.

Memorandum.

OTTAWA, 3rd July, 1882.

The undersigned has the honor to represent that an application has been received from the Canadian Pacific Railway Company, dated the 30th ultimo, by which it is asked that authority be given for the re-location of a portion of their line, approval to which was given by an Order in Council, dated the 14th of December last.

That the portion in question as shown on a plan submitted extends for a distance west of Red Fox Creek towards Moose Jaw Creek, and the Chief Engineer of the Canadian Pacific Railway has reported under date of the 3rd instant, that the alignment now proposed is a great improvement upon that of the old location.

Upon such report the undersigned recommends that the requisite sanction be given to the re-location now submitted and shown on the plan sent in by the Company, a copy of which is attached hereto, the Order in Council of the 14th of December being held to be amended in so far as that portion is concerned.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 22nd July, 1882.

On a Memorandum dated 3rd July, 1882, from the Minister of Railways and Canals, representing that an application has been received from the Canadian Pacific Railway Company, dated 30th June ultimo, by which it is asked that authority be given for the re-location of a portion of their line, approval to which was given by an Order in Council dated the 14th of December, 1881.

That the portion in question as shown on a plan submitted, extends for a distance west of Red Fox Creek towards Moose Jaw Creek, and the Chief Engineer of the Canadian Pacific Railway has reported under date the 3rd July, instant, that the alignment as marked blue on accompanying plan, now proposed, is a great improvement upon that of the old location.

Upon such Report the Minister recommends that the requisite sanction be given to the re-location now submitted and shown on a plan submitted by the Company, a copy of which is attached hereto, and that the Order in Council of the 14th of December, 1881, be amended in so far as that portion is concerned.

The Committee submit the above recommendation for Your Excellency's approval.

JOHN J. MCGEE.

Hon. Minister Railways and Canals,

SELECTION OF ROUTE.

Eastern Section. Location of Callander Station at a Point 120 Miles West of Pembroke.

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 26th July, 1882.

At Ottawa.

SIR,—I have the honor to state that this Company is satisfied that Callander Station should be fixed at a point 120 miles west of Pembroke, and if it should be

hereafter found that the proposed railway from Gravenhurst can effect a junction with the Canadian Pacific Railway more advantageously at any point west of this, the Company will afford facilities for making such junction.

I have the honor to be, Sir, your obedient servant,
C. DRINKWATER, *Secretary*.

SIR CHARLES TUPPER, K.C.M.G., Minister Railways and Canals.

MONTREAL, 26th July, 1882.

SIR,—We have the honor to submit that it is expedient now to settle upon the point which is to form the western terminus of the Canada Central Railway and the eastern terminus of the Canadian Pacific Railway. This point we have to suggest should be fixed at 120 miles west of Pembroke, at which will be located Callander Station. This point will be the most convenient, so far as we are at present informed, for the junction with the proposed railway northward from Gravenhurst; but if it should hereafter appear that it would be more advantageous for that extension to join the Canadian Pacific Railway Company at a point further west, we have arranged with the Canadian Pacific Railway Company to facilitate its junction there in every way possible.

We have the honor to be, Sir, your obedient servant,
DUNCAN McINTYRE.

SIR CHARLES TUPPER, K.C.M.G., Minister Railways and Canals.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 26th July, 1882.

SIR,—A letter from Mr. Duncan McIntyre, contractor for the Canada Central Railway extension, and also a letter from Mr. C. Drinkwater, Secretary to the Canadian Pacific Railway Company, both of this date, upon the subject of the western terminus of the Canada Central Railway, and the eastern terminus of the Canadian Pacific Railway, having been referred to me, I have the honor to report,

By the Act upon which the subsidy is granted to the Canada Central Railway Company, 120 miles is the length given of the subsidized line and the subsidy of \$12,000 a mile is calculated upon this distance.

Mr. McIntyre now asks that Callander Station may be established at this 120th mile. The Canadian Pacific Railway Company, by the letter of their Secretary, Mr. Drinkwater, state that they see no reason why this should not be done and both parties undertake that if it is found more advantageous for the line proposed to be built from Gravenhurst to Callander to effect a junction with the Canadian Pacific Railway at a point west of this, they will afford every facility for making the junction.

Under these circumstances I can see no objection to the point referred to being fixed as the western and eastern terminus of the Canada Central and Canadian Pacific Railways respectively.

Sometime ago, I believe, Mr. McIntyre wrote a letter stating that he would agree to build the road to a certain point provided it did not exceed 130 miles in length, but this appears to have been an offer independent of any connection between the Canada Central and Canadian Pacific Railways, and I see no reason why it should affect the establishment of Callander Station at the 120th mile west of Pembroke.

I am, etc.,

COLLINGWOOD SCHREIBER, *Engineer in Chief*.

A. P. BRADLEY, Esq., Secretary, Railways and Canals.

OTTAWA, 26th July, 1882.

(Memorandum).

The undersigned has the honor in conformity with application from Mr. Duncan McIntyre, contractor for the Canada Central Railway extension, and the Canadian Pacific Railway Company, both dated the 26th instant, and favorably reported upon by the Chief Engineer of Government Railways on the same date, to recommend that the point for the location of Callander Station may be fixed at the 120th mile from Pembroke, on the said extension, both the parties agreeing that should it be found more advantageous for the line proposed to be built from Gravenhurst to Callander, that junction should be made with the line of the Canadian Pacific Railway west of that point, they will afford every facility for making such junction.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

Copy of a Report of a Committee of the Honorable the Privy Council, approved by his Excellency the Governor-General in Council, on the 28th July, 1882.

On a Memorandum dated 26th July, 1882, from the Minister of Railways and Canals, submitting an application of Mr. Duncan McIntyre, contractor for the Canada Central Railway extension, and the Canadian Pacific Railway Company, both dated the 26th July, instant, that the point for the location of "Callander Station" may be fixed at the 120th mile west from Pembroke on the said extension, both the parties agreeing that should it be found more advantageous for the line proposed to be built from Gravenhurst to Callander, that junction should be made with the line of the Canadian Pacific Railway west of that point, they will afford every facility for making such junction.

The Minister, upon the advice of the Chief Engineer, recommends that the terms of the application be granted.

The Committee submit the above recommendation for your Excellency's approval.

JOHN J. MCGEE.

Hon. Minister Railways and Canals.

SELECTION OF ROUTE.

Central Section.—Location of Line from Moose Jaw to Swift Current Creeks.

THE CANADIAN PACIFIC RAILWAY COMPANY.

OFFICE OF THE SECRETARY, MONTREAL, 15th Sept., 1882.

SIR,—I have the honor to acknowledge the receipt of your letter of the 14th inst., on the subject of the location of the Canadian Pacific Railway west of Moose Jaw Creek. By instructions of the Directors, I now beg to submit a further plan of location of the main line extending from Moose Jaw Creek, to the crossing of the South Saskatchewan, I would point out that the station numbers on these plans from Moose Jaw Creek to Swift Current eastward.

I beg also to state that the township ranges and section lines on the plan running for some distance west of Moose Jaw Creek, are shown approximately, as no connection was made between the lines during the progress of the location surveys. West of Strong Current Creek it is impossible to show the sections through which the line passes, as the plans are made on different scales, and there has not been time to prepare a thorough plan on a uniform scale.

The Directors hope that these preliminary plans will afford sufficient information to enable the location to be approved of by the Governor in Council, and in order

that no delay may occur in the work of construction, I am instructed respectfully to request that such approval may be signified at the earliest possible date.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary, Railways and Canals.

— — —
CANADIAN PACIFIC RAILWAY,

OFFICE OF THE ENGINEER IN CHIEF, OTTAWA, 27th September, 1882.

SIR,—Referring to a communication from the Canadian Pacific Railway Company of the 15th instant (Departmental No. 29,660), submitting plans of the location of the main line of the Canadian Pacific Railway from Moose Jaw Creek to the crossing of the South Saskatchewan, for approval, I have the honor to report:—

The plans now submitted cover a distance of 262 miles, which may be divided into two sections, viz.:—

	Miles.
Moose Jaw Creek to Swift Current Creek.....	113½
Swift Current Creek to South Saskatchewan Crossing.....	148½
Total.....	262½

I can see no objection to the location being approved as far as Swift Current Creek, as laid down on the accompanying map. Beyond that point the information afforded by the plans submitted is not sufficiently definite to enable me to lay down the line on a reduced scale on map, and therefore suggest that approval of this portion be withheld until further information is obtained.

I have the honor to be, Sir, your obedient servant,

FRANCIS J. LYNCH, in the absence of the Chief Engineer.

A. P. BRADLEY, Esq., Secretary.

— — —
OTTAWA, 28th September, 1882.

(Memorandum.)

The undersigned has the honor to represent that by a letter dated the 15th instant the Canadian Pacific Railway Company have submitted for approval plans of the location of the main line of their railway westward from Moose Jaw Creek up to which point approval had been given by Order in Council dated the 14th of December, 1881.

That the location now submitted extends from Moose Jaw Creek to the Crossing of the South Saskatchewan, a distance of 262 miles.

That the report made by the Engineer in Charge of Headquarters in the absence of the Chief Engineer, dated the 27th instant, shows that the location of the line so far as a point known as Swift Current Creek, a distance of 113½ miles from Moose Jaw Creek, is such as may be approved of, but that the information afforded by the Company in relation to the distance further west is not sufficiently definite. The undersigned accordingly, upon such report, recommends that approval be given to the location of the line up to Swift Current Creek, only, as shown on the plans submitted by the Company and laid down on the map annexed to the present report.

Respectfully submitted,

J. H. POPE, Acting-Minister of Railways and Canals.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 30th of September, 1882.

On a Memorandum, dated 28th September, 1882, from the Acting Minister of Railways and Canals, reporting that the Canadian Pacific Railway Company, under date 15th September instant, have submitted for approval by the Governor in Council plans of location extending from Moose Jaw Creek to the crossing of the South Saskatchewan, a distance of 262 miles, the Minister states that the Report, dated 27th September instant, of the Engineer in charge at Ottawa in the absence of the Chief Engineer, shows that the location of the line so far as a point known as Swift Current Creek, a distance of 113½ miles from Moose Jaw Creek, is such as may be approved of, but that the information afforded by the Company in relation to the distance further west is not sufficiently definite.

The Minister accordingly, upon such report, recommends that approval of the Governor in Council be given to the location of the line between Moose Jaw Creek and Swift Current Creek, as shown on the plans submitted by the Company.

The Committee submit the foregoing recommendation for Your Excellency's approval.

JOHN J. MCGEE.

Hon. Minister Railways and Canals.

Central Section.—Location of line from Swift Current Creek to the Crossing of the South Saskatchewan.

CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 6th November, 1882,

SIR,—I have the honor to submit a plan of the location of a portion of the main line of the Canadian Pacific Railway extending from Moose Jaw Creek to Swift Current Creek, also a profile of the line from Moose Jaw to the Crossing of the Saskatchewan.

I am instructed by the Directors to request that the location may be submitted for the approval of the Governor General in Council.

The plan of location from Swift Current to the Saskatchewan is in course preparation, and I hope to be able to transmit it to you within a few days.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary, Railways and Canals.

CANADIAN PACIFIC RAILWAY,

OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 20th November, 1882.

SIR,—The communication from the Secretary of the Canadian Pacific Railway Company, dated the 6th instant under cover No. 29,986, making application for the approval of location of the line of the Canadian Pacific Railway from Swift Current Creek to the crossing of the South Saskatchewan River, having been referred to me, I have the honor to report:

That as far as the section referred to from Swift Current Creek to the South Saskatchewan River, a distance of about 148 miles, is concerned, and its suitability for a line of railway, the country is favorable both as regards gradients and curvature, being in this respect well within the conditions imposed by the Canadian Pacific Railway Act, and that if a line within the terms of this Act can be located through the Kicking Horse Pass, the line laid down on the plan now submitted, though not so

direct from that point as might have been desired, may be considered sufficiently so as to warrant its approval.

I have the honor to be, Sir, your obedient servant,
COLLINGWOOD SCHREIBER, *Chief Engineer.*

A. P. BRADLEY, Esq., Secretary, Railways and Canals.

(Memorandum.)

OTTAWA, 21st November, 1882.

The undersigned has the honor to represent that under date the 6th and 7th instant the Canadian Pacific Railway Company have made applications for approval of a submitted location of their line west from Swift Current Creek up to which point approval was given by an Order in Council dated the 14th ultimo.

That the portion now located extends from Swift Current Creek to the South Saskatchewan River a distance of about 148 miles.

That under date the 20th instant the Chief Engineer has reported to the effect that the section of the country in question is favorable, that the grades and curvature of the located line are well within the limit prescribed to the Canadian Pacific Railway Act, and that if a line within the conditions of this Act can be located through the Kicking Horse Pass, the location of the section now submitted, though not so direct as might have been desired may be considered sufficiently so to warrant approval being given.

The undersigned recommends that the location of the section now submitted be approved of.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

LOCATION OF LINE FROM PRINCE ARTHUR'S LANDING TO CURRENT RIVER. (2 MILES.)

CERTIFIED Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 24th November, 1882.

On a Memorandum, dated 21st November, 1882, from the Minister of Railways and Canals, submitting an application made under dates 6th and 7th November instant, from the Canadian Pacific Railway Company, for the approval of the location of that portion of their line, extending from Swift Current Creek to the South Saskatchewan River, a distance of about 148 miles.

The Minister states that the Chief Engineer reported, 20th November instant, that the section of country in question is favorable; that the grades and curvature of the located line are well within the limits prescribed by the Canadian Pacific Railway Act, and that if a line, within the conditions of this Act, can be located through the Kicking Horse Pass, the location of the section now submitted, though not so direct as might have been desired, may be considered sufficiently so to warrant approval being given.

The Minister recommends the approval of the location submitted.

The Committee submit the above recommendation for Your Excellency's approval.

JOHN J. MCGEE.

OTTAWA, 28th November, 1882.

SIR,—I am directed to enclose you herewith a copy of an Order in Council passed on the 24th instant, approving the location of that portion of the Canadian

Pacific Railway, extending from Swift Current Creek to the South Saskatchewan River, a distance of about 148 miles.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

C. SCHREIBER, Esq., Chief Engineer of Government Railways.

OTTAWA, 28th November, 1882.

SIR,—I am directed to transmit you herewith, for the information of your Company, a copy of an Order in Council, passed on the 24th instant, approving of the location of that portion of the Canadian Pacific Railway, extending from Swift Current Creek to the Saskatchewan River, a distance of about 148 miles.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

C. DRINKWATER, Esq., Sec'y C. P. R. Co'y, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 15th September, 1882.

SIR,—In accordance with the Act of last Session, which provides that the Canadian Pacific Railway Company may, subject to the approval of the Governor in Council, lay out their line through the Rocky Mountains by way of some pass other than the Yellow Head Pass, provided that the pass be not less than one hundred miles from the boundary between Canada and the United States. I have the honor, by order of the Directors, to request that the route, by way of Kicking Horse Creek and across the Selkirk Range *via* Beaver Creek, as described in the enclosed sketch, may be approved by His Excellency in Council. I have the pleasure to state that the engineer charged with the duty of exploration has reported that a line can be built by this route with practicable grades. He reports that the grade on each side of the summit, for say twenty miles, would be about 2 feet per chain, or 105.6 feet per mile; and that if a tunnel were constructed instead of crossing the summit it would be about $2\frac{1}{2}$ miles long and would not materially diminish the grades. The summit is represented as being admirably adapted for the location of a depot for marshalling trains, being practically level for a distance of about three quarters of a mile.

As an illustration of the practicability of the grades by the proposed route, I may state the Directors are informed that the maximum grades on both the Central and Southern Pacific Lines are 2.15 feet per chain, or 114 feet per mile.

It is worthy of note that, while this Company has succeeded in finding a line across the mountain ranges with a lighter maximum gradient than that of any of the other Pacific lines, the maximum grades are embraced within a distance of 40 miles, which has a very important bearing upon the economical operation of a railway.

I am further instructed to say that the Directors will be ready to furnish any other information in their power which the Government may desire with respect to the proposed pass.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary*.

Hon. Sir CHARLES TUPPER, Minister Railways and Canals.

LOCATION OF LINE FROM PRINCE ARTHUR'S LANDING TO CURRENT RIVER (2 MILES)

CANADIAN PACIFIC RAILWAY COMPANY;

OFFICE OF THE SECRETARY, MONTREAL, 9th October, 1882.

SIR,—I beg to hand you plans and books of reference, in triplicate, of lands, etc required for the construction of that portion of the main line of the Canadian Pacific Railway, extending from the Village of Prince Arthur's Landing to Current River etc., for terminal purposes at Prince Arthur's Landing for examination, and certificate of the Deputy Minister. These plans and books of reference are to be used for registration purposes, one copy to be retained by the Department, the other two to be returned here, one of which will be placed in the Registry Office at Prince Arthur's Landing.

I have the honor to be, Sir, your obedient servant,
C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

P.S.—The documents herein referred to have been forwarded by express to-night.

CANADIAN PACIFIC RAILWAY,

OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 4th November, 1882.

SIR,—By letter dated the 9th ultimo, the Canadian Pacific Railway Company seek approval of the plans, etc., of that portion of the line between Prince Arthur's Landing and Current River, on the western end of the Eastern Section.

I have the honor to report that I approve of the location covered by these plans.

I have the honor to be, Sir, your obedient servant,
COLLINGWOOD SCHREIBER, per F. J. L.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

(Memorandum.)

OTTAWA, 4th November, 1882.

The undersigned has the honor to represent that plans have been submitted to the Canadian Pacific Railway Company, on the 9th ultimo, bearing date the 31st August last, whereon is shown the proposed location of their line eastwards from Prince Arthur's Landing to Current River, a distance of about two miles.

That a report made by the Chief Engineer, dated the 4th instant, shows that no objection exists to such location, the undersigned accordingly recommends that it be approved of.

Respectfully submitted,
J. H. POPE, *Acting Minister Railways and Canals.*

CERTIFIED Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 6th November, 1882.

On a Report, dated 4th November, 1882, from the Acting Minister of Railways and Canals, submitting plans, dated 31st August last, of the Canadian Pacific Railway Company, showing the proposed location of their line eastward from Prince Arthur's Landing to Current River, a distance of about two miles.

The Minister referred the plans to the Chief Engineer of Government Railways, whose report, dated 4th November, instant, shows that no objection exists to such location.

The Minister recommends that the location as submitted be approved accordingly.
The Committee submit the above recommendation for Your Excellency's approval.

JOHN J. MCGEE.

Hon. Minister Railways and Canals.

RETURN OF CORRESPONDENCE RELATING TO PROGRESS OF THE WORK.

From March 30th, 1882, to February 1st, 1883.

OTTAWA, 24th August, 1882.

SIR,—I am directed by the Acting Minister, Mr. Pope, to call your attention to the condition expressed in the 4th clause of your contract with the Government, by which it is stipulated that the construction of the two several portions of your line, defined as the Eastern and the Central Sections respectively, should proceed *pari passu*, the work on both being so to be carried on "vigorously and continuously" as to secure the completion of both by the same date.

In view of the important bearing of this condition, I am instructed to request that you will be pleased to furnish the Department with a statement embodying the information as to your works on this Eastern Section furnished verbally by you from time to time, together with such further facts as you may be in a position to give, with a view to affording satisfactory evidence that your Company is fully complying with the principle of vigorous and continuous work on this section which was so fundamental a feature of your contract.

I am particularly to request that your statement may embrace full information as to the works on that portion of the line from Thunder Bay eastwards, assurance as to the commencement of which were recently given by you.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

CHARLES DRINKWATER, Esq., Secretary C. P. R. Co.

CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 26th August, 1882.

SIR,—I beg to acknowledge the receipt of your letter of the 24th inst., respecting the progress of the works on the Eastern Section of the Canadian Pacific Railway.

I am instructed by the Board to say, that on the return to Montreal of the Consulting Engineer, who is at present on the works on the Eastern Section, a report will be obtained from him of the present condition of the works, and that the Department will be furnished with the fullest information with respect thereto.

I am instructed further to say, that the Directors fully appreciate the necessity of pushing this work vigorously forward; that no efforts will be spared in that direction, and that they confidently expect to complete the section of the railway in question, long before the period named in the Company's charter.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary*.

A. P. BRADLEY, Esq., Secretary, Railways and Canals.

OTTAWA, 3rd October, 1882.

SIR,—By direction of the Chairman of the Railway Committee of the Hon. the Privy Council, I enclose for your information and guidance, an Order passed this

day, permitting the opening for traffic purposes of the portion of the line of the Canadian Pacific Railway lying between the point thirty-one miles west of Brandon the existing limit, and Regina a further distance of 211 miles, the said Order having been issued after due inspection upon the intimation conveyed by your letter of the 23rd ultimo.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Esq., Secretary, C. P. R. Co., Montreal.

OTTAWA, 3rd October, 1882.

The Railway Committee of the Hon. the Privy Council, in conformity with the requirements of the General Railway Act of 1879, have caused an examination to be made by one of the Engineers of the Department of Railways and Canals of a further portion of the Canadian Pacific Railway lying west of the point, thirty-one miles west of Brandon up to which the opening of the line for traffic was sanctioned on the 16th February last, such further portion extending westward from the said point a distance of 211 miles, as far as Regina.

The inspecting Engineer having reported that this portion of railway is completed so as to admit of the running of regular trains thereon, and further that it is furnished with the equipment required for the traffic, the Railway Committee concur in the report submitted, and make order that the said portion of railway may be opened for public traffic.

CHARLES TUPPER, *Chairman Railway Committee.*

T. TRUDEAU, *Secretary Railway Commission.*

Memorandum.

The Reports of the Chief Engineer were made, as the several progress estimates were passed by certificates in the following form appended to each estimate.

"I hereby certify that _____ miles of the _____ Division of the _____ Section are so far completed as to admit of the running of trains thereon, together with such equipment thereof as is required for traffic thereon."

CORRESPONDENCE RELATING TO THE SELECTION AND RESERVATION OF LAND.

Re Squatters on Government Reserve, Prince Arthur's Landing.

CANADIAN PACIFIC RAILWAY COMPANY;

OFFICE OF THE SECRETARY, MONTREAL, 26th August, 1882.

SIR,—The Company's Engineer, at present at Prince Arthur's Landing, informs me that certain parties, squatters, are in possession of houses built on the right of way of the Canadian Pacific Railway, at and near Prince Arthur's Landing: That is of the greatest importance that these parties should at once give up possession of the Company of the land thus occupied; and I am directed to request that the necessary steps to that end be taken by the Department of Railways.

I am informed that your Resident Engineer there, Mr. Caddy, is fully aware of all that is necessary to be done in this matter, and I shall feel obliged if you will inform me that he has been instructed accordingly.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

Secretary Railway Department, Ottawa.

OTTAWA, 31st August, 1882.

SIR,—I am directed to acknowledge receipt of your letter of the 26th instant, relative to the location of squatters upon certain land at and near Prince Arthur's Landing, comprised in the right of way of the Canadian Pacific Railway, whose removal is desired.

In relation thereto I am to ask that you will be pleased to furnish more definite information as to the position of the lands so occupied, stating whether they lie to the east or the west of the Landing.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*, per W. J. T.

CHARLES DRINKWATER, Esq., Secretary, C. P. R. Co.

MONTREAL, 26th September, 1882.

SIR,—In reply to your favor of the 31st August, in relation to the right of way for railway at Prince Arthur's Landing, I have to state that the land in question is the plot of ground known as the Government Reserve on which are a number of buildings, some of which are rented and occupied.

I am directed to say that it would facilitate operations there if the Government will at once put the Company in possession of the Government Reserve with buildings and wharf attached.

Large quantities of supplies are on their way there, and if we could control the wharf, a temporary track would be laid alongside and our supplies taken therefrom.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary*.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

OTTAWA, 10th October, 1882.

SIR,—I have the honor by direction, to refer to you a communication from the Secretary of the Canadian Pacific Railway Company, requesting that certain Government reserved land, and the Government wharf at Prince Arthur's Landing, may be put in the possession of that Company who desire to utilize the same for the purposes of the railway, and I am to request that you will be pleased to state whether in your opinion it is competent for the Department, under the provisions of the Canadian Pacific Railway Act, 1881, to make a transference of this property as suggested.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

J. W. BURBRIDGE, Esq., Deputy Minister of Justice.

OTTAWA, 17th October, 1882.

SIR.—With reference to Departmental letter No. 18,376 of the 10th inst., submitting to you for opinion the application of the Canadian Pacific Railway Company for certain portion of Government Reserve and wharf at Prince Arthur's Landing. I have the honor to inform you that the following telegram has been received from Mr. W. B. Smellie on the subject:—

"Montreal, Oct. 13th, 1882.—Are we likely to have a favorable answer soon to Mr. Drinkwater's letter of 26th Sept., relative to Government Reserve and wharf at Prince Arthur's Landing. Please reply; matter is very urgent."

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

J. W. BURBRIDGE, Esq., Deputy Minister of Justice.

DEPARTMENT OF JUSTICE, OTTAWA, 30th October, 1882.

SIR.—I have the honor to acknowledge the receipt of your communication of the 10th inst., referring one from the Secretary of the Canadian Pacific Railway Company, requesting that certain Government Reserve land and the Government wharf at Prince Arthur's Landing be put in the possession of that Company; they desiring to utilize the same for the purposes of the railway, and requesting an opinion as to whether or not it is competent for the Department of Railways and Canals, under the provisions of the "Canadian Pacific Railway Act of 1881," to make a transfer of the property in question, as suggested.

I have also to acknowledge your letter of the 17th on the same subject.

By the 5th section of the Act referred to, the Government is authorized to transfer to the Canadian Pacific Railway Company the portion of the railway then already constructed, and as the same should thereafter be completed.

By the 6th clause of the contract set out in the said contract, the Government covenanted to complete the Lake Superior section by the date fixed by the then existing contracts for the completion thereof; and by the 7th clause, to transfer to the Company the possession and right to work and run the several portions of the railway then actually constructed, or as the same should be completed.

Your letter does not inform me whether that portion of the railway, of which the property in question forms part, has been completed or not, nor whether it is part of the Lake Superior Section or part of the Eastern Section. Assuming that it is part of the Lake Superior Section and that it has not been completed, I can see nothing in the Act to authorize the transfer of the property mentioned to the Canadian Pacific Railway Company.

I do not express any opinion as to whether the Government might not, outside of the Act, take measures to afford to the Company the facilities which they request. Their power to do so would depend upon facts on which I am not fully informed.

Papers returned.

I am, Sir, your obedient servant,

GEO. W. BURBRIDGE, D.M.J.

A. B. BRADLEY, Esq., Secretary, Railways and Canals.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER IN CHIEF, OTTAWA, 2nd November, 1882.

SIR,—A letter, dated 30th October, from the Deputy Minister of Justice, on the transfer of certain Government reserve land and a Government wharf at Prince Arthur's Landing, to the Canadian Pacific Railway Company, having been submitted to me, I have the honor to report:—

1st. The work of construction being now in progress between Prince Arthur's Landing and Red Rock, a distance of about sixty-six miles, defines the point of junction of the Eastern and Lake Superior Sections at Prince Arthur's Landing.

2nd. That portion of the main line between Fort William and Prince Arthur's Landing is completed, with the exception of the ballasting, and is in fair condition for the running of trains.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, per F. J. L.

A. P. BRADLEY, Esq., Secretary, Railways and Canals.

OTTAWA, 3rd November, 1882.

SIR,—With reference to your letter of the 30th ultimo, in which you report relative to an application made by the Canadian Pacific Railway Company for possession

of certain Government reserve and wharf property at Prince Arthur's Landing, I gave the honor under instructions to say that from plans submitted by the Company, dated the 31st August last, bearing upon the works of construction of their main line eastwards from that place, it would appear that the starting point of the Eastern Section is fixed as about 500 feet to the west of the Government wharf, which, with the reserve land in question, would accordingly be included in that Section for the purposes now under consideration.

I may add that the line between Prince Arthur's Landing and Fort William, though not ballasted, is so far completed as to be in fair condition for the running of trains.

These being the points upon which you lacked information, I have to ask that you will be pleased to report further as to the question of transfer submitted to you.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

GEORGE W. BURBRIDGE, Esq., Deputy Minister of Justice.

OTTAWA, 7th November, 1882.

SIR,—I have the honor to acknowledge the receipt of your communication of the 3rd instant, having reference to mine of the 30th ultimo reporting in regard to an application made by the Canadian Pacific Railway Company for possession of certain Government reserve and wharf property at Prince Arthur's Landing.

In reply, I beg to say that I can find no authority in the Act for the transfer of his property to the Canadian Pacific Railway Company.

It is competent, however, for the Department outside of the Act to make arrangements with the Canadian Pacific Railway Company to allow them the use of this property upon such terms as to the Minister may seem proper.

Papers returned.

I am, Sir, your obedient servant,

GEO. W. BURBRIDGE, D. M. J.

A. P. BRADLEY, Esq., Secretary, Railways and Canals.

OTTAWA, 11th November, 1882.

SIR,—On the 14th of May, 1870, an Order in Council was passed directing that application be made to the Ontario Government for a Patent of certain public lands at Thunder Bay, on the line of route to the Red River as shown on plan and description thereto annexed, the site being required for the erection of public buildings and for a landing place from which to extend wharves.

On the 27th of the same month a letter was addressed by the Department of Public Works to the Under Secretary of State for the Provinces, transmitting a copy of the said plan and description.

I am to request that you will be pleased to inform the Minister what action was taken thereon, and if any reply was received from the Ontario Government to the application for a Patent of the land in question. I am to desire that you will be so good as to furnish this Department with a copy of the same.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

EDWARD J. LANGEVIN, Esq., Under Secretary of State.

OTTAWA, 16th November, 1882.

SIR,—In reply to the enquiry contained in your letter of the 11th instant, I have the honor to inform you that it appears from the Records of this Department, that on

the 30th May, 1870, at the instance of the Minister of Public Works, a letter was addressed by the Secretary of State for the Provinces to His Honor the Lieutenant-Governor of Ontario, enclosing a copy of an Order in Council of the 14th of that month, directing that application be made to the Government of that Province for a Patent for certain public lands at Thunder Bay, required for the erection of public buildings, etc., and forwarding at the same time a plan and description of the land in question.

It does not appear, however, that any reply was received to that communication.

I have the honor to be, Sir, your obedient servant,

EDWARD J. LANGEVIN, *Under Secretary of State.*

Secretary Department Railways and Canals.

Memorandum.

OTTAWA, 8th January, 1883.

The undersigned has the honor to represent that, under date of the 26th of September last, the Canadian Pacific Railway Company have made application asking to be put in possession of certain land with wharf attached at Prince Arthur's Landing, now in the hands of the Government, their object, as stated, being the facilitating of their operations in the way of getting in their supplies.

That under date of the 7th of November last, the Department of Justice expresses the opinion that it is competent for the Department of Railways to make arrangements with the Company to allow them the use of the property in question "upon such terms as to the Minister may seem proper."

The undersigned, in accordance with such opinion, recommends that for the purpose of facilitating the operation of the Canadian Pacific Railway Company, they be permitted to enjoy during pleasure all the rights and privileges at present enjoyed by the Government in respect of the said land and wharf.

Respectfully submitted,

CHARLES TUPPER, *Minister of Railways and Canals.*

CERTIFIED copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Administrator of the Government in Council, on the 12th January, 1883.

On a Report, dated the 8th of January, 1883, from the Minister of Railways and Canals, submitting an application dated 26th September last, from the Canadian Pacific Railway Company, asking to be put in possession of certain land with wharf attached at Prince Arthur's Landing, now in the hands of the Government; the object, as stated, being the facilitating of their operations in the way of getting their supplies.

The Minister represents that the Minister of Justice, under date of the 7th of November last, stated as his opinion that it is competent for the Minister of Railways to make arrangements with the Company to allow them the use of the property in question, "upon such terms as to the Minister may seem proper."

The Minister, in accordance with such opinion, recommends that, for the purpose of facilitating the operations of the Canadian Pacific Railway Company, they be permitted to enjoy, during pleasure, all the rights and privileges at present enjoyed by the Government in respect of the said land and wharf.

The Committee submit the above recommendation for Your Excellency's approval.

Hon. Minister of Railways and Canals.

JOHN J. McGEE

APPLICATION FOR LAND FOR CONSTRUCTION AND TERMINAL PURPOSES.—PRINCE ARTHUR'S
LANDING TO CURRENT RIVER.

THE CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 9th October, 1882.

SIR,—I beg to hand you plans and books of reference in triplicate, of lands, etc., required for the construction of that portion of the main line of the Canadian Pacific Railway, extending from the Village of Prince Arthur's Landing to Current River, and for terminal purposes at Prince Arthur's Landing, for examination and certificate of the Deputy Minister. These plans and books of reference are to be used for registration purposes, one copy to be retained by the Department, the other two to be returned here, one of which will be placed in the Registry Office at Prince Arthur's Landing.

I have the honor to be, Sir, your obedient servant,
C. DRINKWATER, *Secretary*.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

P.S.—The documents herein referred to have been forwarded by express to-night.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER IN CHIEF, OTTAWA, 26th October, 1882.

SIR,—The plans and books of reference of land, etc., required for the construction of that portion of the trunk line of the Canadian Pacific Railway, extending from the Village of Prince Arthur's Landing to Current River, and for terminal purposes at Prince Arthur's Landing, mentioned in Mr. Drinkwater's letter of the 9th inst. (under cover No. 2,328), having been referred to me, I have the honor to report as follows:—

I consider the right of way, 200 feet wide, is no more than it is prudent to take in a country subject to heavy snow, and I am of opinion, that the area asked for at Prince Arthur's Landing for terminal purposes is not more than would be required at such a port of shipment.

I have the honor to be, Sir, your obedient servant,
COLLINGWOOD SCHREIBER.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

OTTAWA, 4th November, 1882.

Memorandum.

The undersigned has the honor to represent that under date, the 9th ultimo, the Canadian Pacific Railway Company have submitted plans and books of reference duly signed on the 31st August last, on which plans there is shown in detail the area of land which the Company desire to obtain for the purposes expressed in their letter, namely, "for the construction of that portion of the main line of the Canadian Pacific Railway extending from the village of Prince Arthur's Landing to Current River, and for terminal purposes at Prince Arthur's Landing" (which is about two miles long.)

That the width of the line, apart from the terminal provision, is shown as 200 feet, a breadth considerably exceeded within the village bounds.

That such breadth exceeds the limits to which right of expropriation is restricted by the 9th section of the Consolidated Railway Act, 1879, such limits being thirty-three yards for the ordinary portions of the line, and 250 yards in length by 150 yards in breadth for station and depot accommodation, the right to public beach or to water covered land being similarly limited. That by the 19th section of

their Act of incorporation the Company, however, have the power, subject to the sanction of the Government, to appropriate to their use "a greater extent of lands, whether public or private, for stations, depots, workshops, buildings, sidetracks, wharves, harbours, and roadway, and for establishing screens against snow than the breadth and quantity mentioned in the Consolidated Railway Act, 1879."

That the Chief Engineer has reported, under date the 26th ultimo, to the effect that the breadth of 200 feet is no more than it is prudent to take for the right of way in a country subject to heavy snow; and further that the area asked for at Prince Arthur's Landing for terminal purposes is not more than would be required at such a port of shipment.

The undersigned recommends that the Company be permitted to expropriate the additional area over and above the extent authorized by the Consolidated Railway Act, in all cases embraced in the said plan and book of reference.

Respectfully submitted,

J. H. POPE, *Acting Min. Rys. and Canals.*

Memorandum.

OTTAWA, 18th November, 1882.

The undersigned has the honor to represent that under date the 9th ultimo, the Canadian Pacific Railway Company have submitted plans and books of reference, duly signed on the 31st of August last, on which plans there is shown in detail the area of land which the Company desire to obtain for the purposes expressed in their letter, namely: "for the construction of that portion of the main line of the Canadian Pacific Railway extending from the village of Prince Arthur's Landing to Current River, and for terminal purposes at Prince Arthur's Landing."

That the breadth of the line which is about two miles long, apart from the terminal provision, is shown as 200 feet, a breadth considerably exceeded within the village bounds.

That such breadth exceeds the limits to which right of expropriation is restricted by the 9th section of the Consolidated Railway Act 1879, such limits being thirty-three yards for the ordinary portions of the line, and 250 yards in length by 150 yards in breadth, for station and dépôt accommodation, the right to public beach, or to water, covered land being similarly limited.

That by the 19th section of their Act, of Incorporation, the Company, however have the power subject to the sanction of the Government to appropriate to their use "a greater extent of lands, whether public or private, for stations, depôts, workshops, buildings, sidetracks, wharves, harbors and roadway, and for establishing screens against snow than the breadth and quantity mentioned in the Consolidated Railway Act 1879."

That the Chief Engineer has reported under date the 26th ultimo, to the effect that the breadth of 200 feet is no more than it is prudent to take for the right of way in a country subject to heavy snow, and further that the area asked for at Prince Arthur's Landing for terminal purposes is not more than would be required at such a port of shipment.

That a portion of the land which the Company desire to acquire is public land part is private property and part is beach or water covered land.

That under the 10th section of the contract, the Government is bound "to grant to the Company," the lands required for the road-bed of the railway, and for its stations, station ground, workshops, dock ground, and water frontage at the terminus on navigable waters, buildings, yards and other appurtenances required for the convenient and effectual construction and working of the railway, in so far as such lands shall be vested in the "Government," the words "the Government," being defined by the first clause of the contract to mean "The Government of Canada."

That the Government have no public lands in this part of the Territory, the Crown being here represented by the Government of the Province of Ontario, they are consequently unable to grant such lands.

That with regard to the beach and water-covered land applied for, there has as yet been no authoritative decision defining the rights of the Provincial and Federal Governments, and, consequently, pending such decision, no grant can be made by the Federal Government.

The undersigned, however, considering the requirements of the Company to be reasonable, and to be met where practicable, recommends that they may be permitted to expropriate for track and terminal purposes at Prince Arthur's Landing, and from thence east to Current River as follows, namely:—From McVicar's Creek eastwards to Current River, the breadth of 200 feet shown on the plan; and that from McVicar's Creek westward, and south of Water street to the point where, as shown on the said plan, Water street turns in a northerly direction, that is to say, at the most westerly point of junction of the extension of the wharf of the Thunder Bay and F. & E. Company with Water street, the Company should expropriate nothing more than they may be entitled to obtain in that way under the "Consolidated Railway Act, 1879," reserving to the owners of lots facing on the waters of Thunder Bay, and to the inhabitants of the village generally, reasonable access to the waters of the Bay, the Company providing such railway crossings and other facilities as will secure such reasonable access.

Respectfully submitted,

CHARLES TUPPER, *Minister of Railways and Canals.*

CERTIFIED Copy of a Report of a Committee of the Honorable the Privy Council approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 12th December, 1882.

On a Report, dated 18th November, 1882, from the Minister of Railways and Canals, stating that the Canadian Pacific Railway Company have submitted herewith plans and books of reference, duly signed on the 31st August last; on which is shown in detail the area of land which the Company desire to obtain for the purposes expressed in their letter, viz.: "for the construction of that portion of the main line of the Canadian Pacific Railway, extending from the village of Prince Arthur's Landing to Current River, and for terminal purposes at Prince Arthur's Landing."

The Minister reports that the breadth of the line, which is about two miles long, apart from the terminal provision, is shown as 200 feet, a breadth considerably exceeded within the village bounds, and that such breadth exceeds the limits to which right of expropriation is restricted by the 9th section of the Consolidated Railway Act 1879.

That by the 19th section of their Act of Incorporation, the Company, however, have the power (subject to the sanction of the Government) to appropriate to their use "a greater extent of lands, whether public or private, for stations, depôts, workshops, buildings, sidetracks, wharves, harbors, and roadway, and for establishing screens against snow, than the breadth and quantity mentioned in the Consolidated Railway Act, 1879.

The Minister further states that the Chief Engineer has reported, under date the 26th October last, to the effect that the breadth of 200 feet is no more than is prudent to take for the right of way in a country subject to heavy snow; and further, that the area asked for at Prince Arthur's Landing for terminal purposes is not more than would be required at such a port of shipment.

The Minister represents that a portion of the land which the Company desire to acquire is public land, part is private property, and part is beach, or water-covered land.

That the Government have no public lands in this part of the territory, the Crown being here represented by the Government of the Province of Ontario, they are consequently unable to grant such lands; and that with regard to the beach and water-covered lands applied for there has as yet been no authoritative decision defin-

ing the rights of the Provincial and Federal Governments, and consequently, pending such decision no grant can be made by the Federal Government.

The Minister considering the requirements of the Company reasonable and to be met where practicable recommends upon the advice and suggestions of the Minister of Justice, whose Report under date 8th November instant, is herewith attached that the Company may be permitted to expropriate for track and terminal purposes at Prince Arthur's Landing and from thence east to Current River, as follows namely: From McVicar's Creek, eastwards to Current River the breadth of 200 feet, shown on the accompanying plan; and that from McVicar's Creek westward and south of Water street, to the point where, as shown on the said plan, Water street turns in a northerly direction, that is to say:—at the most westerly point of junction of the extension of the wharf of Thunder Bay and F. and E. Company and Water street, the Company shall expropriate nothing more than they may be entitled to obtain in that way under the "Consolidated Railway Act of 1879," reserving to the owners of lots facing on the waters of Thunder Bay, and to the inhabitants of the village generally, and the Company providing such railway crossings and other facilities as will secure reasonable access to the waters of the bay.

The Committee concur in the foregoing recommendations, and submit the same to your Excellency's approval.

JOHN J. MCGEE.

APPLICATION FOR LAND ON EASTERN SECTION FROM CALLANDER WESTWARD
SIXTY-TWO MILES.

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 26th October, 1882.

SIR,—I beg to hand you plans and profiles with books of reference, in triplicate of lands required for the construction of that portion of the main line of the Canadian Pacific Railway, extending from Callander westward to the north-east corner of Township No. 22; a distance of sixty-two miles.

The plans also show additional land required for siding and station accommodation at the 20th, 42nd and 53rd miles. To the former and the latter of these points is expected large quantities of squared timber will be brought, by lake and river, for transport by rail.

The line for a portion of the distance passes through the Indian Reserve on the north shore of Lake Nipissing. The remainder of the land to be occupied ungranted.

These documents are for registration purposes, with a view to expropriation and require the approval of the Governor General in Council, and the signature of the Minister or Deputy Minister. One copy to be retained in your Department; the other two you will please return to me.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

OTTAWA, 5th January, 1883.

SIR,—Referring to your letter of the 26th October, 1882, enclosing plans and profiles with books of reference in triplicate of lands required for the construction of that portion of the main line of the Canadian Pacific Railway, extending from Callander westward to the northeast corner of Township 22, a distance of 62 miles.

The plans also showing additional land required for siding and station accommodation at the twentieth, forty-second and fifty-third miles.

I am directed in reply to state with regard to the land required for siding and station accommodation at the points named, that the Chief Engineer reports as follows:

That it is not considered reasonable that such an extent of land, as is shown on the plan, should be required for such purpose and it is therefore desirable that plans should be furnished to this Department showing an area such as is commonly taken in the location of such way stations.

I have the honor to be, Sir, your obedient servant

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary C. P. R. Co.

Memorandum.

OTTAWA, 24th January, 1883.

The undersigned has the honor to represent that by an Order in Council, passed on the 17th April last, approval was given to a certain location of the line of the Canadian Pacific Railway west from Callander.

That under date the 26th October, the Company have submitted plans showing the lands required for construction purposes from Callander to the north-east corner of Township No. 22, a distance of 62 miles, and that at certain points in this distance, namely, at the twentieth, forty-second and fifty-third miles, additional areas are marked off for stations and sidings, etc., largely in excess of land to which right of expropriation is restricted under the 9th section of the Consolidated Railway Act 1879.

The Chief Engineer having, under date the 23rd ultimo, given the opinion that it is not reasonable that such an extent of land should be taken, the undersigned concurring in this view is unable to advise compliance with the wishes of the Company in this regard; he, however, recommends that they be permitted to expropriate such areas of land at the points named as may be provided for in the clause of the Consolidated Railway Act, dealing with station and siding accommodation.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Administrator of the Government in Council, on the 29th January, 1883.

On a Report, dated 24th of January 1883, from the Minister of Railways and Canals, submitting that by an Order in Council passed on 17th April last, approval was given to a certain location of the line of the Canadian Pacific Railway west from Callander, and that under date the 26th October last, the Company furnished plans showing the lands required for construction purposes from Callander to the north-east corner of Township No. 22, a distance of 62 miles, and that at certain points in this distance namely at the 20th, 42nd and 53rd miles additional areas are marked off for stations and sidings, etc., largely in excess of land to which right of expropriation is restricted under the 9th section of the Consolidated Railway Act 1879.

The Minister represents that the Chief Engineer of Government Railways under date the 23rd of December ultimo, stated as his opinion that it is not reasonable that such an extent of land should be taken by the Company.

The Minister concurring in this view, is unable to advise compliance with the wishes of the Company in this regard, he, however, recommends that they be permitted to expropriate such areas of land at the points named as may be provided for in the clause of the Consolidated Railway Act dealing with station and siding accommodation.

The Committee submit the same for Your Excellency's approval.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

CORRESPONDENCE, &c., RELATING TO PAYMENTS ON ACCOUNT OF SUBSIDY AND ADVANCES ON RAILS.

Re Subsidy, Central Section, on 108 miles, from Portage la Prairie westwards, and 53½ miles, from Winnipeg to Portage la Prairie—Total 161½ miles.

MONTREAL, 25th November, 1881.

SIR,—I have the honor, acting under the instructions of the Board of Directors of this Company, to transmit herewith a certificate of the General Superintendent in charge of construction in the North-West, to the effect that there have been constructed, from the Town of Portage la Prairie in a westerly direction, 108 miles of the main line of the Canadian Pacific Railway.

With my letter of the 4th instant I transmitted a similar certificate, covering a distance of 88 miles westward from Portage la Prairie. The certificate now sent, therefore, includes the said 88 miles, which will leave a balance of 20 miles, the construction of which was not hitherto been certified to.

I am instructed to state that the said 20 miles of railway, being a part of the Central Section as described in Section 8 of the charter of the Company, have been completed so as to admit of the running of regular trains thereon, and have such equipment as is required for the traffic thereon.

And I beg respectfully to request that the subsidies in money and land applicable thereto may be paid and granted to the Company as follows:—In money, \$200,000 in land, 250,000 acres.

And with respect to the land as earned on account of the said 20 miles, I am directed respectfully to repeat the suggestion made in my letter of the 4th instant, namely, that the lands to be conveyed to the Company may be selected from the uneven numbered sections, fairly fit for settlement, lying within the 24 mile belt on each side of the main line of railway and of the Winnipeg and Pembina Mountain Branch, commencing with those nearest the point of beginning of the Central Section at Winnipeg not already set aside for the Company or otherwise disposed of.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

Hon. Secretary of State.

This is to certify that there have been constructed from the Town of Portage la Prairie, in a westerly direction, one hundred and eight miles of the railway, the construction of which was contracted for as stated in the schedule to the Act incorporating the Canadian Pacific Railway Company.

That the said one hundred and eight miles of railway have been completed so to admit of the running of regular trains thereon, and have such equipment as required for the traffic thereon.

Given under my hand this seventeenth day of November, A.D. 1881.

A. B. STICKNEY, Gen. Supt. West Division C. P. R. Co.

CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 4th January, 1882.

SIR,—I have the honor acting under instructions of the Board of Directors of the Company, to state that in addition to the mileage on account of which subsidies have already been applied for, there have been constructed from the City of Winnipeg in a westerly direction towards Portage la Prairie, 53½ miles of the main line of the Canadian Pacific Railway, that the said 53½ miles of railway being part of the Central Section as described in clause eight of the Company's charter, have been completed so as to admit of the running of regular trains thereon, and have such equipment as required for the traffic thereon. And I am instructed respectfully to request that

subsidies in money and in land applicable thereto may be paid and granted to the Company as follows:—

In money, \$535,000; and in land, 668,750 acres.

Previous applications have been made for subsidy on account of 108 miles representing in money \$1,080,000, and in land 1,350,000 acres for which no payment or grant has yet been made.

The total subsidies therefore now due, and for which I have the honor to make application are in money \$1,615,000, and in land 2,018,750 acres.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

Hon. Sir CHARLES TUPPER, Minister of Railways.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 5th January, 1882.

SIR,—The Canadian Pacific Railway Company having through their Secretary, Mr. Drinkwater, and under date of the 2nd ultimo and 4th instant, made application for the payment of subsidies on 108 miles and 53½ miles respectively, making a total of 161½ miles extending from Winnipeg to a point about 31 miles west of Brandon, I have the honor to report (these applications having been referred to me) that this section of road is so far completed as to admit of the running of regular trains thereon together with such equipment as the traffic may require.

They are therefore entitled to the subsidies applicable to this section to the following amounts:

Cash subsidy, \$1,610,000; land grant, 2,012,500 acres, less one-fifth to be retained as security, leaving a balance to which they are entitled of 1,610,000 acres.

There are, however, charges against them for work done west of the Red River, amounting to \$1,323,255.38, part of this sum being for rails and fastenings conveyed under the tenth clause of the contract, amounting to about \$280,736.08. This sum bears interest until paid, and I would therefore suggest that the Company's application for permission to pay these charges by instalments be entertained so far as it is concerned. The balance of the account against the Company is for work performed west of Red River, rolling stock, plant, freight in transit and in store, amounting to \$1,042,519.29. This at least should, in my opinion, form a charge against the subsidy now earned, and in this case they will be entitled to:

Cash subsidy.....	\$1,610,000
Less account as above.....	1,042,520
	\$567,480

And a land grant of 1,610,000 acres.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Engineer-in-Chief C.P.R.*

F. BRAUN, Esq., Secretary Railways and Canals.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 18th January, 1882.

Description of works, cash subsidy. No. of contract, C.P.R. Co.

Locality of works, west of Red River.

Name of contractors, Canadian Pacific Railway Company.

Date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 1st January, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract, numbered and dated as above, also under Letter No. 27,816.

Total value of work done and materials delivered to the 1st January, 1882:

161 miles at \$10,000 per mile	\$1,610,000 00
Less work performed on first 100 miles :	
West of Red River, including rails.....	\$760,604 71
Plant, rolling stock, etc., transferred...	240,614 49
Freight in transit and in store on 1st	
May, 1881 (traffic).....	41,300 09
	<hr/> 1,042,519 29

Amount due as per O. C., 9th January, 1882..... \$567,480 71

The above is a correct estimate, made up from the returns forwarded by James Dickie and others. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

THOMAS R. BURPÉ.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, in charge of C. P. R. Head Office.

Total amount now certified on this contract, \$1,610,000. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer in Chief.*

OTTAWA, 5th January, 1882.

Memorandum.

The undersigned has the honor to state that application has been made by the Secretary of the Canadian Pacific Railway Company, under date of the 2nd ultimo, and 4th instant, for payment of subsidies on 103 miles and 53½ miles respectively making a total of 161½ miles of the Canadian Pacific Railway extending from Winnipeg to a point about 31 miles west of Brandon.

That the Chief Engineer of the Canadian Pacific Railway attached to this Department, reports that the said section of road is so far completed as to admit of the running of regular trains thereon, and has such equipment as the traffic requires; and that the Company are entitled under the terms of their contract to the subsidies applicable to this section of 161½ miles of the road namely.

Cash subsidy, \$1,610,000; land grant, 2,012,500 acres; less one-fifth to be retained as security, 1,610,000 acres.

The Chief engineer reports, however, that there are charges against the Company for work west of Red River, representing in cash about \$1,323,255.38, part of this sum (about 280,736.09) being for rails and fastenings conveyed to the Company under the 10th clause of their contract, and being chargeable with interest until paid.

That the Company have requested that they may not be pressed for the immediate payment of the whole of this sum of \$1,323,255.38, but that they may be allowed to pay same by instalments, intimating that they have now in transit to the North-West, 40,000 tons of steel rails, costing \$1,700,000.

That in accordance with the suggestion of the Chief Engineer, the undersigned recommends that the Company be allowed to pay the interest bearing sum of \$280,736.09 aforesaid, by instalments, but that the balance of the account against the Company for work done west of the Red River, rolling stock, plant, freight in tran-

sit and in store, valued altogether at \$1,042,519.29, be charged against the subsidy now earned by the Company.

That this recommendation, being acted upon, the Company would be entitled to a cash subsidy of \$1,610,000; less deduction as above, viz.: \$1,042,519.29; leaving a balance of \$567,480.71, and a land grant of 1,610,000 acres; and he recommends that authority be given for the proper steps to be taken for the immediate transfer of such subsidy in land and money to the Canadian Pacific Railway Company.

Respectfully submitted,

CHARLES TUPPER, *Minister of Railways and Canals.*

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Administrator of the Government in Council on the 9th January, 1882.

On a Report, dated 5th January, 1882, from the Minister of Railways and Canals, submitting an application from the Secretary of the Canadian Pacific Railway Company, under date of the 2nd December, 1881, and 4th January, 1882, for payment of subsidies on 108 miles and 53½ miles respectively, making a total of 161½ miles of the Canadian Pacific Railway, extending from Winnipeg to a point about 31 miles west of Brandon.

The Minister states that the Chief Engineer of the Canadian Pacific Railway attached to the Department reports that the said section of road is so far completed as to admit of the running of regular trains thereon, and has such equipment as the traffic requires; that the Company are entitled, under the terms of their contract, to the subsidies applicable to this section of 161½ miles of the road, namely:—

Cash subsidy, \$1,610,000; land grant, 2,012,500 acres, less 1-5th to be retained as security—1,610,000 acres.

The Chief Engineer reports, however, that there are charges against the Company for work west of Red River, etc., representing in cash about \$1,323,255.38 part of this sum (about \$280,736.09 being for rails and fastenings conveyed to the Company under the 10th clause of their contract, and being chargeable with interest until paid.)

The Minister further states that the Company have requested that they may not be required to make immediate payment of the whole of this sum of \$1,323,255.38, but that they may be allowed to pay the same by instalments, estimating that they have now in transit to the North-West 40,000 tons of steel rails, costing \$1,700,000.

The Minister recommends, in accordance with the suggestion of the Chief Engineer, that the Company be allowed to pay the interest-bearing sum of \$280,736.09 aforesaid by instalments, but that the balance of the account against the Company for work done west of Red River, rolling stock, plant, freight in transit and in store, valued altogether at \$1,042,519.29, be a charge against the subsidy now earned by the Company.

The Minister observes that this recommendation being acted upon, the company would be entitled to a cash subsidy of \$1,610,000, less deduction as above, viz.: \$1,042,519.29, leaving a balance of \$567,480.71 (five hundred and sixty-seven thousand four hundred and eighty dollars and seventy-one cents), and a land grant of one million six hundred and ten thousand (1,610,000) acres, and he recommends that authority be given for the proper steps to be taken for the immediate transfer of such subsidy in land and money to the Canadian Pacific Railway Company.

The Committee submit the foregoing recommendations for Your Excellency's approval.

Certified, J. O. COTÉ, C. P. C.

Re ADVANCE ON RAILS, \$187,500.

CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, OTTAWA, 29th April, 1882.

SIR,—I have the honor to state that the Company have accumulated and stored the following material at Flat Creek, on the main line of the railway, west of Brandon, viz. :—

	Tons.
Steel rails.....	7,329
Spikes	78
Fish plates	153
Bolts	92
Total.....	7,652

The value of which, taking an average price is \$52.50 per ton, or a total of \$401,730.

And I am directed, respectfully, to request that as provided for in clause of sub-section C, of the Contract with the Government, an advance of three-fourths of the value of the said material may be made to the Company, to be deducted from subsidy to be hereafter paid to the Company in the manner described in the clause of the contract above referred to.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary*.

F. BRAUN, Secretary Railways and Canals.

OTTAWA, 8th May, 1882.

SIR,—The Canadian Pacific Railway Company make application for an advance of 75 per cent. upon the steel rails, etc., which they now have in stock west of Winnipeg, in addition to the 6,797 tons of rails and fastenings which were transferred under the contract and not yet paid for, which amount to 5,000 tons and to which attach the following value :—

Delivered at Montreal.....	\$32 50	
Freight to Winnipeg.....	17 50	
		\$50 00
5,000 tons at \$50.....	\$250,000	
75 per cent. of which is.....	187,500	

This latter amount the Company appear to be entitled to in accordance with the provisions of the contract.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Engineer in Chief*.

F. BRAUN, Secretary Railways and Canals.

Memorandum.

OTTAWA, 8th May, 1882.

The undersigned has the honor to report that by sub-section C, of the 9th section of the contract made with the Canadian Pacific Railway Company, it is provided that if at any time the Company shall cause to be delivered, on or near the line of the said railway, steel rails and fastenings to be used in its construction, but in advance of the requirements for such construction, the Government shall, upon the requisition of the Company, advance three-fourths of the value thereof at the place of delivery.

proportion of the amount, so advanced, corresponding with the proportion of rails, and being deducted from the subsidy to be thereafter paid upon the settlement for each section of 20 miles of railway.

That by a letter dated the 29th ultimo, the Company have made application for an advance of 75 per cent. upon the rails, etc., which they have now stored on the main line of the railway west of Brandon.

That the report of the Chief Engineer, dated the 8th instant, shows that in addition to a quantity of 6,797 tons which were transferred under the contract and which are not yet paid for, there is a quantity of 5,000 tons in stock to which he attaches the following value per ton as delivered:—

In Montreal.....	\$32 50
Freight to Winnipeg.....	17 50

Total value per ton..... 50 00

The present value of the rails now on the line being, therefore 5,000 at \$50 a ton, giving a total of \$250,000, three-fourths of which is \$187,500, to which amount as an advance the Company are entitled.

The undersigned accordingly recommends that authority be given for the grant of an advance of \$187,500, the amount to be hereafter deducted from the subsidy, in the manner contemplated by the clause of the contract above cited.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor in Council on the 8th of May, 1882.

On a Report dated 8th May, 1882, from the Minister of Railways and Canals, submitting that by sub-section "C" of the 9th section of the contract made with the Canadian Pacific Railway Company, it is provided that if, at any time, the Company shall cause to be delivered, on or near the line of the said railway, steel rails and fastenings to be used in its construction, but in advance of the requirements for such construction, the Government shall, upon the requisition of the Company, advance three-fourths of the value thereof at the place of delivery. A proportion of the amount so advanced, corresponding with the proportion of rails used, being deducted from the subsidy, to be thereafter paid upon the settlement for each section of 20 miles of railway. That by a letter dated the 29th ultimo, the Company have made application for an advance of 75 per cent. upon the rails, etc., which they have now stored on the main line of the railway, west of Brandon.

That the Report of the Chief Engineer, dated the 8th instant, shows that in addition to a quantity of 6,797 tons, which were transferred under the contract, and which are not yet paid for, there is a quantity of 5,000 tons in stock, to which he attaches the following value per ton:

As delivered in Montreal.....	\$32 50
Freight to Winnipeg.....	17 50

Total value per ton..... \$50 00

The present value of the rails now on the line being, therefore, 5,000 tons at \$50 a ton, giving a total of \$250,000, three-fourths of which is \$187,500, to which amount, as an advance, the Company are entitled.

The Minister accordingly recommends that he be authorized to make an advance of \$187,500, and that the amount be hereafter deducted from the subsidy in the manner contemplated by the clause of the contract above cited.

The Committee submit the above recommendation for Your Excellency's approval.

Certified,

JOHN J. McGEE.

Hon. Minister Railways and Canals.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 10th May, 1882.

DEAR SIR,—When I had the pleasure of seeing you a few days ago, on the subject of an advance on our rails and other material, you were good enough to suggest that advances might be made on such material as it entered the Province of Manitoba, but I am informed by telegraph to-day from Mr. Schrieber that in view of the advance made by Order-in-Council yesterday on a portion of the rails piled at Flat Creek, that suggestion will not now be entertained. I am instructed however, to express the hope of the Directors that such is not the case, and that the Government will be prepared to assist the Company in the manner described and in accordance with the spirit of the contract.

As I have already had the honor of pointing out the very large expenditure incurred by the Company during the past winter in the purchase of rolling stock, rails, ties, and other material in order to be prepared for the vigorous prosecution of the work this season, and in order to provide for an amount of work much larger than was ever contemplated being done in one season, has drawn upon the Company's resources to an enormous extent, and until they are in a position to claim subsidy from the Government on account of this seasons work, the Directors feel that the Government should meet them in the matter of these advances.

I beg also to state, that but for the unforeseen trouble caused by recent floods, over which the Company had of course no control, a very much larger quantity of rails and material would have been piled at Flat Creek than are now stored there.

Some 20,000 tons of rails are actually now in transit between New York and Manitoba, the greater portion of these being north of St. Paul. In view of these facts, I am directed to request that the matter may receive your favorable consideration, and that advances may be made as suggested on cars of rails and other material as they enter the Province.

The application for the advance, on account of which I am informed an order was passed yesterday for \$187,000, was on the following material stored at Flat Creek:—

	Tons.
Steel Rails.....	7,329
Spikes.....	78
Fish Plates.....	153
Bolts.....	92
	<hr/> 7,652

The value of this material at the point where it is stored is computed at an average price of \$52.50 per ton, on which value the Directors consider they have a right to ask an advance of 75 per cent. under Clause 9, Sub-section C, of the charter which provides: "That on certain conditions, the Government shall advance three-fourths of the value of such material at the place of delivery."

This the Directors interpret as meaning the place where the material is stored, but, I am informed that the payment ordered yesterday, is only on account of 5,000 tons of material, the value having been placed at \$50, instead of \$52.50 per ton.

No explanation has yet reached me, why the advance was not made on the whole quantity as applied for, or why the rate has been reduced. I can, therefore only draw your attention to the matter, and ask that you will kindly consider whether the full amount as applied for should not be paid.

I am, dear Sir, your obedient servant,

C. DRINKWATER, *Secretary*.

SIR CHARLES TUPPER, Minister Railways and Canals.

OTTAWA, 16th May, 1882.

SIR,—I am directed to acknowledge the receipt of your letter of the 10th instant, in relation to the point at which the counting of rails for the Canadian Pacific Railway should be performed, and the extent to which advances should be made thereon.

In reply, I am to say that the arrangement made when you were last in Ottawa, to which you refer, namely to have the counting done at Winnipeg as the rails passed through, referred only to the difficulty which presented itself in making an advance on the rails stacked at Flat Creek.

That difficulty has been partially overcome by taking the number of rails stored at Flat Creek, and adding thereto the quantity on the abandoned line between Stonewall and the junction with the new line. From this is deducted the quantity of rails transferred to your Company, under the 10th Clause of their contract, and still unpaid for, leaving, in round numbers, 5,000 tons, upon which quantity the present advance has been made.

Under these circumstances, it did not appear that any necessity existed for the continuance of the arrangement for counting at Winnipeg proposed by you.

I am, however, to say that, as your Company appear to attach importance to this point, instructions have been given for the counting of rails on the cars as they pass that city, although it is feared that the arrangement may lead to errors and possible delay in their movement.

I am, Sir, your obedient servant,

F. BRAUN, *Secretary*.

C. DRINKWATER, Esq., Secretary, C. P. R., Montreal.

CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 17th May, 1882.

SIR,—I have the honor to acknowledge the receipt of your letter of the 16th instant, on the subject of advances to be made on rails imported into Manitoba by this Company for which I am obliged.

Whilst every precaution will be taken to prevent errors in the counting of these rails, I do not see that any such mistakes should arise, as the bill of lading accompanying each car contains full particulars both as to weight and number of rails, and these are verified by the Customs officers.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary*.

F. BRAUN, Esq., Secretary, Railways and Canals.

AUTHORITY TO PAY SUMS DUE TO C. P. R. CO. FOR SUBSIDY, ON THE CERTIFICATE OF THE CHIEF ENGINEER, UNTIL OTHERWISE DIRECTED BY THE MINISTER OR ACTING MINISTER.

OTTAWA, 17th May, 1882.

Memorandum.

The undersigned has the honor to submit that, from recent representations made by the Canadian Pacific Railway Company, it appears that a very large expenditure has been incurred by them during the past winter in order to be prepared for the vigorous prosecution of their works, and to provide for a much larger amount of work than they had ever contemplated executing in one season, their resources being thereby drawn upon to an enormous extent.

That, by clause (b) of the 9th section of their agreement, payment of the subsidy due thereunder upon the completion of each 20 miles of railway is to be made by the Government.

That, in view of the circumstances set forth by the Company, it appears highly desirable that as little delay as may be possible should occur in the making payments of the moneys to which the Company under their contract may become entitled.

The undersigned accordingly recommends that authority be given for the payment by the Minister, or by the Acting Minister of the Department of Railways and Canals, until otherwise directed, of all such sums of money as may be shown by the certificate of the Chief Engineer of the Canadian Pacific Railway to be due and payable to the Company as part of the subsidy to which under the terms of their contract they are entitled.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 19th May, 1882.

On a report dated 17th May, 1882, the Minister of Railways and Canals submitting that from recent representations made by the Canadian Pacific Railway Company, it appears that a very large expenditure has been incurred by them during the past winter, in order to the vigorous prosecution of their work, and to provide for a much larger amount of work than they had ever contemplated executing in one season, their resources being thereby drawn upon to an enormous extent.

The Minister observes that by clause (6) of the 9th Section of their Agreement, payment of the subsidy due thereunder upon the completion of each 20 miles of railway is to be made by the Government.

That in view of the circumstances set forth by the Company, it appears highly desirable that as little delay as may be possible should occur in the making payments of the moneys to which the Company under their contract may become entitled.

The Minister accordingly recommends that authority be given for the payment by the Minister or by the Acting Minister of the Department of Railways and Canals, until otherwise directed, of all such sums of money as may be shown by the certificate of the Chief Engineer of the Canadian Pacific Railway to be due and payable to the Company as part of the subsidy to which under the terms of their contract they are entitled.

The Committee submit the above recommendation for Your Excellency's approval.

Certified, JOHN McGEE, Acting C. P. C.

Hon. Minister Railways and Canals.

OTTAWA, May 30th, 1882.

SIR.—I am directed to transmit to you copy of an Order in Council of the 19th instant, authorizing the payment by the Minister or Acting Minister of this Department, until otherwise ordered, of all such sums of money as may be shown by the Chief Engineer of the Canadian Pacific Railway, to be due and payable to the Canadian Pacific Railway Company, as part of the subsidy to which under the terms of their contract they are entitled.

I am, Sir, your obedient servant,

F. BRAUN, *Secretary.*

COLLINGWOOD SCHEIBER, Esq., Chief Engineer, C. P. R.

AUTHORITY, ALLOWING PAYMENT OF DEDUCTION OF \$500,000 AS MADE BY ORDER IN COUNCIL No. 27,816, TO STAND OVER FOR A TIME.

For repayment of above, see subject No. 33.

MONTREAL, 17th May, 1882.

SIR,—On the 4th of January last I had the honor to make application for the payment of subsidy on account of 161½ miles of constructed line, being a portion of the central section of the Canadian Pacific Railway. The amount payable under the Company's charter was \$1,615,000, being at the rate of \$10,000 per mile. An Order in Council was subsequently passed authorizing a payment on account of 161 miles or \$1,610,000, a deduction therefrom being, however, made for the cost of the first hundred miles of the old line west of Winnipeg, and the estimated value of certain rolling stock, etc., transferred to the Company, amounting in all to \$1,042,519.29, leaving a balance of \$567,480.71 which was paid to the Company. It was understood that the items composing the said sum of \$1,042,519.29 were to be considered in abeyance pending an examination of the accounts. As the accounts still remains in that position, no opportunity as yet having presented itself for such examination, and in view of the fact that further delay will be unavoidable, before the matter can be dealt with, I am instructed by the Directors to ask whether under the circumstances the Government will not consent to the amount withheld, or a proportion thereof being now paid to the Company, such amount or whatever sum the Company may be ultimately found to be liable for, being spread over and repaid by the Company, in such proportions as may be arranged out of subsidy, to be carried on account of the central section of the Canadian Pacific Railway.

The Directors feel that they can reasonably ask this consideration at the hands of the Government, in view of the enormous expenditure which the Company have incurred since the close of operations last year, in making preparations for the very extensive works to be undertaken during the present season.

In urging the favorable consideration of the Government of this application, I beg also to point out that the assistance sought is rendered the more necessary in consequence of the recent floods in the Province of Manitoba, caused by the overflowing of the Assiniboine and Red River. These floods have interrupted the work of construction and seriously damaged, in several places the road's bed of the railway.

This damage will involve a considerable outlay by the Company not anticipated, and but for the delay thereby incurred, work would have been completed upon which a considerable amount of subsidy would ere this have been claimed.

I beg respectfully to ask that this application may receive every attention.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

Hon. Sir CHARLES TUPPER, Minister Railways and Canals.

OTTAWA, 22nd May, 1882.

Memorandum.

The undersigned has the honor to report that when the sum of \$1,610,000 was paid under the contract with the Canadian Pacific Railway Company on 161 miles of completed road, \$1,042,519.29 was deducted on account of plant, etc., taken over under the contract.

That it is represented that, owing to floods the Company have been delayed in completing track as they had anticipated, and as their present outlay is very great, and it is of the highest importance to the progress of the work that no delay should occur, the undersigned recommends that \$500,000 (five hundred thousand dollars) of the amount charged in the account referred to, be allowed to stand over and be deducted from future payments as they may become due, and as directed by the Government, and that this sum of \$500,000 so deducted, be in the meantime returned to the Company.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 23rd May, 1882.

On a Report dated 22rd May, 1882, from the Minister of Railways and Canals, stating that when the sum of \$1,610,000 was paid under the contract with the Canadian Pacific Railway Company on 161 miles of completed road, \$1,042,519.29 was deducted on account of plant, etc., taken over under the contract.

The Minister further states, representations have been made that owing to floods the Company have been delayed in completing the track as they had anticipated, and as their present outlay is very great, and it is of the highest importance to the progress of the work that no delay should occur, the Minister recommends that \$500,000 of the amount charged in the account referred to be allowed to stand over and be deducted from future payments as they may become due, and as directed by the Government and that this sum of \$500,000 so deducted be in the meantime returned to the Company.

The Committee submit the foregoing recommendation for Your Excellency's approval.

JOHN J. McGEE.

Hon. Minister of Railways and Canals.

CENTRAL SECTION.—*Subsidy.—Progress Est. No. 2 to 8th June.*

Former Estimate.....	161 miles.
Additional "	40 "
Total distance.....	201 "

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER IN CHIEF, OTTAWA, 8th June, 1882.

Description of works, cash subsidy. No. of contract, C.P.R. Co.

Locality of works, west of Red River.

Name of contractors, Canadian Pacific Railway Company.

Date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning operations under this contract to the 8th June, 1882.

The works, of which this is an estimate, are being executed by the authority the Department of Railways and Canals, under contract numbered and dated above, also under Letters No. 27,816 and 28,944.

Total value of work done and materials delivered to the 8th June, 1882 :—

Less 10 per cent. drawback, retained, 201 miles at \$10,000 per mile	\$2,010,000 00
Less deductions as per Estimate [No. 1, subject to correction	1,042,519 29
	<u>\$967,480 71</u>

The above is a correct estimate, made up from the return forwarded by James Dickey and others. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, in charge of C.P.R. Head Office.

Total amount now certified on this contract, \$2,010,000. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer in Chief.*

OTTAWA, 10th June, 1882.

SIR,—I have the honor to inform you that a certificate of the Chief Engineer of the Canadian Pacific Railway has been issued under date the 8th inst., showing that the Company have now forty (40) miles of road finished, upon which the subsidy due under their contract should, as provided by the Order in Council of the 19th ultimo, be paid, making a total of 201 miles of completed road. The sum the Company are entitled to receive being at the rate of \$10,000 per mile, is four hundred thousand dollars (\$400,000).

Further, they are entitled under their contract, to receive for such length of completed road, a subsidy in land to the extent of 12,500 acres per mile, or a total for the forty miles, of 500,000 acres, less one-fifth, as provided by the contract; also to the proceeds of the land grant bonds, in accordance with the terms of the Act.

I have the honor to be, Sir, your obedient servant,
A. P. BRADLEY, *Secretary.*

L. McDougall, Esq., Auditor General.

CENTRAL SECTION.

Subsidy.—Progress Estimate No. 3.

Previous Estimate.....	201 miles
Present "	20 "
Total distance.....	221 miles.

CANADIAN PACIFIC RAILWAY,
OFFICE OF ENGINEER IN CHIEF, OTTAWA, 22nd June, 1882.

Description of works, cash subsidy. No. of Contract, C. P. R. Co.
Locality of works, west of Red River (Central Station.)
Name of Contractors, Canadian Pacific Railway Company.
Date of contract, 21st October, 1880.
Progress estimate of work done and materials delivered from beginning of operations under this contract to the 17th of June, 1882.
The works of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter No. 27,816 and 28,944.

Total value of work done and materials delivered to the 17th June, 1882 :

221 miles at \$10,000.....	\$2,210,000 00
Less deductions for plant taken by the Company as per Est. No. 1, subject to corrections.....	\$1,042,519 29
Less amount, the deduction of which is postponed by O.C., dated 23rd May, 1882.....	500,000 00
	<hr/>
	542,519 29
	<hr/>
	\$1,667,480 71

Memorandum, land subsidy :—

221 miles at 12,500 acres per mile.....	2,762,500	acres
Less one-fifth.....	552,500	"
	<u>2,210,000</u>	"

The above is a correct estimate, made up from the returns forwarded by James Dickey and others. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, in charge of C. P. R. Head Office.

Total amount now certified on this contract, \$1,667,480.71. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer in Chief.*

CANADIAN PACIFIC RAILWAY.

OFFICE OF THE ENGINEER IN CHIEF, OTTAWA, 22nd June, 1882.

SIR,—In reply to the Deputy Minister's enquiry upon the issue of my certificate for payment of subsidy on 221 miles of the central section of the Canadian Pacific Railway, as to whether I have deducted the rails placed in the track upon which advance has been made, I have the honor to state that, in addition to the rails laid in the track and those upon which advances have been made, the Company have delivered upon the ground 2,802 tons.

Memo. in Stock.

Rails upon which advances have been made.....	5,331	tons.
Rails upon which no advance has been made.....	2,802	"
Rails transferred to the Company under terms of } contract, payment deferred B. O. M.	6,797	"

I have the honor to be, Sir, your obedient servant

COLLINGWOOD SCHREIBER.

A. P. BRADLEY, Secretary Railways and Canals.

OTTAWA, 23rd June, 1882.

SIR,—I have the honor to inform you that a certificate of the Chief Engineer of the Canadian Pacific Railway was issued under date the 22nd instant, showing that the Company have now a further extent of twenty miles of track laid upon which they are entitled under the Order in Council of the 19th ultimo, to receive the subsidy provided for their contract making a total of 221 miles of completed road.

The section referred to in the present certificate lies within the first 900 miles of the central section of the railway, and consequently the cash subsidy payable is at the rate of \$10,000 a mile, or \$200,000.

In addition the Company are entitled to a subsidy in land at the rate of 12,500 acres per mile, or a total of 250,000 acres, less one-fifth to be retained by the Government in accordance with their contract.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

Advance on rails, 500 tons at \$50..... \$187,500 = 75 per cent.

THE CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, OTTAWA, 18th June, 1882.

SIR,—I have the honor to request that, in accordance with the provision in the Company's charter, a further advance may be made on the rails and fastenings in stock and imported since the date of the last advance.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary*.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

OTTAWA, 26th June, 1882.

SIR,—The Canadian Pacific Railway Company having made application for an advance on steel rails, etc., which they now have in stock along the line of the Canadian Pacific Railway (including Mr. Dickey's report of 20th June), I have the honor to report as follows:—

In addition to the 6,797 tons of rails and fastenings transferred under the contract and not yet paid for, and to the 5,000 tons on which an advance has been made already, the Company now have 5,000 tons in stock, on which they appear to be entitled to an advance under their contract as follows:—5,000 tons at \$50 per ton, \$250,000; 75 per cent. of which is, \$187,500.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

CENTRAL SECTION.

Subsidy.—Progress Estimate No. 4

Previous Estimates.....	221 miles.
Present "	20 "
Total.....	241 "

CANADIAN PACIFIC RAILWAY,
OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 15th July, 1882.

Description of works, cash subsidy. No. of contract, C. P. R. Co.

Locality of works, west of Red River (Central Section).

Name of contractors, Canadian Pacific Railway Company.

Date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 10th July, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters No. 27,816 and 28,944.

Total value of work done and materials delivered to the 10th July, 1882:

241 miles at \$10,000 per mile.....	\$2,410,000 00
Less deduction for plant, etc., taken by the Company, as per Est. No. 1, subject to correction.....	\$1,042,519 29
Less amount, the deduction of which is postponed by O.C., dated 23rd May, 1882.....	500,000 00
	<u>\$542,519 29</u>
	\$1,867,480 71

Memorandum, land subsidy:—

241 miles, at 12,500 acres per mile.....	3,012,500 acres.
Less one-fifth.....	602,500 “
	<u>2,410,000 “</u>

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

THOMAS R. BURPÉ.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *in charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$1,867,480.71. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*
Per F. J. L.

I hereby certify that 241 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway, are so far completed as to admit of the running of regular trains thereon, with such equipment thereof as is required for the traffic thereon.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*
Per F. J. L.

OTTAWA, 18th July, 1882.

SIR,—I have the honor to inform you that a certificate of the Chief Engineer of the Canadian Pacific Railway was issued under date the 15th instant, showing that the Company have now a further extent of twenty miles of track laid and in running order, together with the equipment necessary for traffic thereon, making a total of 241 miles of completed road.

Upon this certificate, under the provisions of the Order in Council of the 19th May last, they are now entitled to receive the subsidy contemplated in their contract.

The section of twenty miles referred to in the certificate, lies within the eastern or first 900 miles division of the Central Section of the railway, and consequently the cash subsidy payable is at the rate of \$10,000 a mile, or for the twenty miles \$200,000.

In addition the Company are entitled to a subsidy in land at the rate of 12,500 acres a mile, or a total of 250,000 acres, less one-fifth to be retained by the Government under the terms of their contract.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. L. McDougall, Esq., Auditor General.

ADVANCE ON RAILS.

10,000 tons at \$50.....	\$500,000
75 per cent.....	\$375,000

CANADIAN PACIFIC RAILWAY COMPANY.

SECRETARY'S OFFICE, OTTAWA, 20th July, 1882.

SIR,—I have the honor to request that a further payment may be made on account of rails, etc., imported by the Company since the date of the last advance, for use in the construction of the Canadian Pacific Railway.

I have the honor to be, Sir, your obedient servant,

C. DRINWATER, *Secretary*.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

CANADIAN PACIFIC RAILWAY,

OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 20th July, 1882.

SIR,—The Canadian Pacific Railway Company, having made application for an advance on steel rails, etc., which they now have in stock along the line of the Canadian Pacific Railway (including Mr. Dickey's reports of the 10th July), I have the honor to report as follows:—

In addition to the 6,797 tons of steel rails and fastenings transferred under the contract and not yet paid for, and to the 10,000 tons on which an advance has already been made, the Company now have 10,000 tons additional in stock on which they appear to be entitled to an advance, under their contract, as follows:—

10,000 tons at \$50 per ton.....	\$500,000
75 per cent. of which is.....	375,000

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Engineer-in-Chief*.

A. P. BRADLEY, Esq., Sec. Railways and Canals.

ADVANCE ON RAILS.

8,000 tons at \$50 per ton.....	\$400,000
75 per cent. of which is.....	300,000

CANADIAN PACIFIC RAILWAY,

OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 22nd July, 1882.

SIR,—The Canadian Pacific Railway Company, having made application for an advance on steel rails, etc., which they now have in stock along the line of the Canadian Pacific Railway (including Mr. Dickey's report of the 15th July), I have the honor to report:—

In addition to the 6,797 tons of steel rails and fastenings, transferred under the contract and not yet paid for, and to the 20,000 tons on which an advance has already been made, the Company now have 8,000 tons additional in stock, on which appear to be entitled to an advance, under their contract, as follows:

8,000 tons at \$50 per ton.....	\$400,000
75 per cent. of which is.....	300,000

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER.

A. P. BRADLEY, Esq., Sec. Railways and Canals.

MEMO.

ADVANCE ON RAILS.

Line open 31 miles west of Brandon to Flat Creek, 131 miles.

Date.	Description.	Rails in Stock.		Rails in Track.		Advances.
		Tons.	Lbs.	Tons.	Lbs.	
1882.						
Feb. 23...	Mr. Dickey's Report at end of track.....	7,653	576			
	do do do on line via					
	Stonewall to Junction.....	4,475				
	Less handed over to Company under terms of					
	contract and not yet paid for.....			6,797		
June 5...	Mr. Dickey's Report.....	8,168	1,938			
do 9...	Less subsidy on 40 miles west of Flat Creek at					
	100 tons per mile.....			4,000		
do 10...	Mr. Dickey's Report.....	633	124			
	Less subsidy on 3rd 20 mile section, west of					
	Flat Creek.....			2,000		
do 20...	Mr. Dickey's Report.....	2,039	1,038			
July 8...	do do	3,715	370			
do 15...	do do	6,142	1,282			
do 15...	do do	3,558	270			
	Less subsidy on 4th 20 mile section west of					
	Flat Creek.....			2,000		
do 21...	Mr. Dickey's Report.....	6,502	1,416			
	Total rails delivered.....	42,888	294	14,797		
	Less rails in track.....	14,797				
		28,091	294			
	Advances—					
May 8...	On 5,000 tons at \$50.75 per cent.....					\$187,500
June 20...	5,000 do do do					187,500
July 20...	10,000 do do do					375,000
do 22...	8,000 do do do					300,000
	28,000 tons.....	28,000				
	Balance.....	91	294			

CENTRAL SECTION.—Subsidy.—Progress Estimate No. 5.

Previous Estimates.....	241 miles.
Present "	20 "
Total.....	261

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 26th July, 1882.

Description of work, cash subsidy. No. of Contract, C.P.R. Co.

Locality of works west of Red River (Central Section).

Name of Contractors, Canadian Pacific Railway Company.

Date of Contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 26th July, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated above, also under letters Nos. 27,816 and 28,944.

Total value of work done and material delivered to the 26th July, 1882 :

Less 10 per cent. drawback, retained
(261 miles at \$10,000)..... .. \$2,610,000 00

Less deductions for plant, etc., taken
by the Company as per Estimate
No. 1, subject to correction,
\$1,042,519 29; Less amount the
deduction of which is postponed
by O. in C., dated May 23rd,
1882, \$500,000..... .. \$542,519 29

Advance on 20 miles of steel rails,
etc., delivered and covered by
this estimate (2,000 tons at \$50,
\$10,00; 75 per cent.)..... .. 75,000 00

\$ 617,519 29

\$1,992,480 71

Memorandum, land subsidy :—

261 miles at 12,500 acres per mile..... .. \$3,262,500

Less one-fifth..... .. 652,500

\$2,610,000

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

THOMAS R. BURPÈ.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *in charge of C.P.R. Head Office.*

Total amount now certified on this contract, \$1,992,480 71. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

I hereby certify that 261 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway is so far completed as to admit of the running of regular trains thereon, together with such equipment thereof as is required for the traffic thereof.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OTTAWA, 27th July, 1882.

SIR,—I have the honor to inform you, that under date the 26th inst., a certificate being the fifth estimate under the contract, was issued from the Chief Engineer, showing that the Canadian Pacific Railway Company, have now a further extent of twenty miles of track laid and in running order, together with such equipment as is required for the traffic thereon—making a total of 261 miles of road so completed.

Upon this certificate, they are entitled under the provisions of the Order in Council of the 19th of May last, to receive the subsidy contemplated in their contract.

The section of twenty miles referred to in the present certificate, lies within the Eastern or first 900 mile division of the Central Section of the railway, and consequently the cash subsidy payable is at the rate of \$10,000 a mile, or for the twenty miles.. .. \$200,000

From this amount, is however to be deducted an advance on twenty miles of rails, etc. delivered, namely 2,000 tons at \$50 per ton, \$100,000; of which 75 per cent. was advanced in accordance with the agreement..... 75,000

\$125,000

To which amount, \$125,000 the Company are now entitled.

In addition they are entitled to a subsidy in land at the rate of 12,500 acres a mile, or a total of 250,000 acres, less one-fifth to be retained by the Government under the terms of the contract.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. L. McDougall, Esq., Auditor-General.

CENTRAL SECTION.—*Subsidy.—Progress Estimate No. 6.*

Previous Estimate.....	261 miles.
Present “	20 “

Total distance..... 281 “

CANADIAN PACIFIC RAILWAY,
OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 31st July, 1882.

Description of works, cash subsidy. No. of Contract, C. P. R. Co.

Locality of works, west of Red River (Central Section.)

Name of Contractors, Canadian Pacific Railway Company.

Date of Contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 31st July, 1882.

The works of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above also under letters No. 27,816 and 28,944.

Total value of work done and materials delivered to the 31st July, 1882 :—

281 miles at \$10,000\$2,810,000 00

Less deductions for plant, etc., taken

by the Company as per Estimate

No. 1, (subject to correction)....\$1,042,519 25

Less amount, the deduction of which

is postponed by O.C., dated 23rd

May, 1882..... 500,000 00

\$ 542,519 29

Less advance of twenty miles of steel

rails, etc., delivered and covered

by this Estimate, 2,000 tons at

\$50, \$100,000—75 per cent..... 75,000 00

617,519 29

\$2,192,480 71

Memorandum, land subsidy :—

281 miles at 12,500 acres per mile.....3,512,500 acres

Less one-fifth..... 702,500 “

2,810,000 “

The above is a correct estimate, made up from the returns forwarded by James A. Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

THOMAS R. BURPÈ.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *in charge of C.P.R. Head Office.*

Total amount now certified on this contract, \$2,192,480 71. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

per F. J. L.

I hereby certify that 281 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway, are so far completed as to admit of the running of regular trains thereon, together with such equipment thereof as is required for the traffic thereon.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief*

per F. J. L.

OTTAWA, 2nd August, 1882.

SIR,—I have the honor to inform you that a certificate of the Chief Engineer of the Canadian Pacific Railway was issued this day, showing that the Company have now a further extent of 20 miles of track laid, upon which they are entitled under the Order in Council of the 19th of May last, to receive the subsidy provided for under their contract, making a total of 281 miles of completed road.

The section referred to in the present certificate lies within the first 900 miles of the Central Section of the railway and consequently the cash subsidy payable is at the rate of \$10,000 a mile or \$200,000. In addition the Company are entitled to a subsidy in land at the rate of 12,500 acres per mile or a total of 250,000 acres, less one fifth to be retained by the Government in accordance with their contract.

I am Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. L. McDougall, Esq., Auditor, General.

ADVANCE ON RAILS.

1,400 tons at \$50.....	\$70,000
75 per cent.....	52,500

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 1st August, 1882.

DEAR SIR,—I have the honor to request that a further advance may be made on rails, etc., imported into Manitoba by this Company.

The last advance was made on the 22nd ultimo, on eight thousand (8,000) tons. Three hundred thousand dollars (300,000).

I understand a further certificate has since been sent in.

Yours truly,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, August 2nd, 1882.

SIR,—The Canadian Pacific Railway Company, having made application for an advance on steel rails, etc., which they now have in stock along the line of the Canadian Pacific Railway, including Mr. Dickey's Report to the 21st July, I have the honor to report.

In addition to the 6,797 tons of steel rails and fastenings transferred under the contract and not yet paid for, and those on which an advance has already been made as shown on the accompanying statement, the Company now have 1,400 tons additional in stock on which they appear to be entitled to an advance under their contract as follows:—

1,400 tons at \$50 per ton.....\$70,000
75 per cent. of which is..... 52,500

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *per F. J. L.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

CANADIAN PACIFIC RAILWAY—Office of the Engineer-in-Chief, Ottawa, August 1st
1882. C. P. R. Advance on Rails.

Date.	Description.	Rails in Stock.		Rails in Track.		Advance
		Tons.	Lbs.	Tons.	Lbs.	
1882.						\$
Feb. 23...	Mr. Dickey's report at end of track.....	7,653	576			
do 23...	On line via Stonewall to Junction.....	4,475				
	Less handed over to Company under terms of contract and not yet paid for.....				6,797	
June 5...	Mr. Dickey's report.....	8,168	1,938			
do 9...	Less subsidy on 40 miles west of F. Creek.....				4,000	
do 10...	Mr. Dickey's report.....	633	124			
	Less subsidy on 3rd 20-mile section west of L. Creek				2,000	
do 20...	Mr. Dickey's report.....	2,039	1,038			
July 8...	do	3,715	370			
do 15...	do	6,142	1,282			
do 15...	do	3,558	270			
	Less subsidy on 4th 20-mile section				2,000	
do 21...	Mr. Dickey's report.....	6,502	1,416			
do 26...	Less subsidy on 5th 20-mile section.....				2,000	
do 31...	Mr. Dickey's report.....	3,368	1,330			
	Less subsidy on 6th 20-mile section.....				2,000	
	Total rails delivered.....	46,256	1,624	18,797		
	Less rails in track.....	18,797				
		27,459	1,624			
	Advances, tons—					
May 8...	do 5,000					187,500
June 20...	do 5,000					187,500
July 20...	do 10,000					375,000
do 22...	do 8,000					300,000
Aug. 1...	do 1,400					52,500
	29,400					
	Less 2,000 deducted in estimate No. 5... 2,000					
		27,400				1,102,500
	Less.....					75,000
	Balance.....	59	1,624			1,027,500

CENTRAL SECTION.—*Subsidy.—Progress Estimates, No. 7.*

Previous Estimates	281 miles.
Present	40 "
Total	<u>321 miles.</u>

CANADIAN PACIFIC RAILWAY,

OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 10th August, 1882.

Description of works, cash subsidy. No. of Contract, C. P. R. Co.

Locality of works, west of Red River (Central Section.)

Name of Contractors, Canadian Pacific Railway Company.

Date of Contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 5th August, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter No.

Total value of work done and materials delivered to the 5th August, 1882 :—

Less 10 per cent. drawback retained

(321 miles at \$10,000.)..... \$3,210,000

Less deductions for plant, etc., taken by

the Company as per Est. No. 1.

(subject to correction.)..... \$1,042,519 29

Less the deduction postponed by O. C.,

dated May 23rd, 1882..... 500,000 00

\$542,519 29

Less advance on steel rails, etc., delivered

and covered by the estimate

4,500 tons at \$50, \$225,000, 75

per cent. of which is..... \$168,750 00 \$711,269 29\$2,498,730 71

Memorandum, land subsidy :—

321 miles at 12,500 acres per mile..... 4,012,500 acres

Less one-fifth..... 802,500 "

3,210,000 "

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

THOMAS R. BURPÈ.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *in charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$2,498,730.71. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.**Per F. J. L.*

I hereby certify that 321 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway are so far completed as to be admit of the running of regular trains thereon, together with equipment thereof as is required by the traffic thereon.

COLLINGWOOD SCHREIBER, *Per F. J. L.*

OTTAWA, 12th August, 1882.

SIR,—I have the honor to inform you that under date the 10th instant, a certificate was issued from the Engineer-in-Chief of the Canadian Pacific Railway, being Estimate No. 7, showing that the Company have now within the eastern or first 90 miles division of the Central Section, a further extent of forty miles of track in running order, and sufficiently equipped for traffic purposes, making a total of 321 miles so completed.

From the said certificate it appears that the total value of work done and materials delivered, up to the 5th instant,

Is	\$3,210,000 00
Less deductions for plant, etc., taken by the Company, as per Estimate No. 1 (subject to correction).....	\$1,042,519 29
Less amount, the deduction of which is postponed by O. C. dated 23rd May, 1882.....	500,000 00
	<u>\$542,519 29</u>
Less advance on steel rails, etc., delivered and covered by their Estimate, 4,500 tons at \$50, \$225,000, 75 per cent.....	168,750 00
	<u>711,269 29</u>
	\$2,498,730 71
From this amount previous payments are to be deducted, such payments aggregating.....	2,192,480 71
	<u>\$306,250 00</u>
Leaving a total of.....	\$306,250 00

Payment of this sum, \$306,250, should now be made to the Company, under the contract, and the Order in Council of the 23rd May last.

The Company are further entitled to receive their subsidy in land; at the rate of 12,500 acres per mile of road, or for the forty miles embraced in the present estimate, 500,000 acres less one-fifth, to be retained by the Government under the terms of the contract.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. L. MACDOUGALL, Esq., Auditor-General.

ADVANCE ON RAILS.

1,350 tons at \$50.....	\$67,500
75 per cent.....	50,625

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 11th August, 1882.

SIR,—I have the honor to request that a further advance may be made on rails, etc., imported into Manitoba, since the date of the last advance of \$52,500.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary*.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

OTTAWA, 14th August, 1882.

SIR,—In reply to your letter of the 11th instant, requesting that a further advance may be made on rails, etc., imported into Manitoba, since the date of the last advance of \$52,500, I am directed to say, there are only 155 tons now on hand.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

C. DRINKWATER, Esq., Secretary C. P. R. Co.,

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 15th August, 1882.

SIR,—The Canadian Pacific Railway Company, having made application for an advance of steel rails, etc., which they now have in stock along the line of the Canadian Pacific Railway, including Mr. Dickey's report to the 7th instant, I have the honor to report.

In addition to the 6,797 tons of steel rails and fastenings transferred under the contract and not yet paid for, and those on which an advance has already been made as shown on the accompanying statement, the Company now have 1,350 tons additional in stock on which they appear to be entitled to an advance under their contract as follows :—

1,350 tons at \$50.....	\$67,500 00
75 per cent. of which is.....	506,25 00

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *per F. J. L.*

A. P. BRADLEY, Esq., Sec. Railways and Canals.

CENTRAL SECTION.—*Subsidy.—Progress Estimate No. 8.*

Previous Estimate.....	321 miles.
Present "	20 "
Total.....	<u>341</u> "

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 23rd August, 1882.

Description of works, cash subsidy. No. of Contract, C. P. R. Co.

Locality of works, west of Red River (Central Section.)

Name of Contractors, Canadian Pacific Railway Company.

Date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 18th August, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters Nos. 27,816 and 28,944.

Total value of work done and materials delivered to the 18th August 1882 :—

341 miles at \$10,000.....\$3,410,000 00

Less deductions for plant, etc., taken

by the Company as per Est. No.

1, (subject to correction).....\$1,042,519 29

Less amount, the payment of which
is postponed by O. C., 2nd May,

1882 500,000 00

\$542,579 29

Less advance on rails, etc., delivered
and covered by this estimate,

6,500 at \$50—\$325,000 at 75 per
cent.....

243,750 00

786,269 29

\$2,623,730 71

Memorandum, land subsidy :—

341 miles at \$12,500 per mile.....4,262,500 acres.

Less one-fifth 852,500 “

3,410,000

The above is a correct estimate, made up from the returns forwarded by James A. Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

THOMAS R. BURPÈ.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that at all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *in charge of C.P.R. Head Office.*

Total amount now certified on this contract, \$2,623,730.71. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief,*
per F. J. L.

I hereby certify that 341 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway are so far completed as to admit of the running of trains thereon, together with such equipment as is required for the traffic thereon.

COLLINGWOOD SCHREIBER, *per F. J. L.*

OTTAWA, 22nd August, 1882

SIR,—I have the honor to inform you that under the 22nd instant a certificate No. 8 was issued from the Chief Engineer of the Canadian Pacific Railway showing that a further extent of twenty miles of road has been completed since his last certificate of the 10th instant.

From this it appears that the total value of the work done and material delivered up to the 18th instant, representing 341 miles of the Eastern Division of the Central

Section completed so far as to admit of the running of trains thereon, together with such equipment as is required for traffic purposes,

Is..... \$3,410,000 00

From which is to be deducted for plant
etc, taken by the Company as per
Estimate No. 1 subject to cor-
rection \$1,042,519 29

Less the amount the payment of which
is postponed by Order in Coun-
cil of May 23rd for..... 500,000 00

\$542,519 29

Less advance of rails, etc., delivered
and covered by the present esti-
mate, namely, 6,500 tons at \$50
a ton equal to \$325,000, 75
per cent. of which the advance
authorized is..... \$243,750 00

\$786,269 29

Leaving a balance of..... \$2,623,730 71

Of this sum the books of the Account-
ant of the Department show that
there has been already paid the
sum of..... \$2,498,730 71

\$125,000 00

Under the terms of their contract and of the Order in Council of the 29th May
ast, the Company are entitled to receive payment of the said sum of \$125,000.00.

The Company are further entitled to receive their subsidy in land at the rate of
12,500 acres per mile for the further extent of twenty miles now completed or
250,000 acres from which is to be retained by the Government 5 per cent. in accord-
ance with the terms of the contract.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. L. McDougall, Esq., Auditor-General.

CENTRAL SECTION.—*Subsidy.—Progress Estimate No. 9.*

Previous Estimate..... 341 miles.

Present " 20 "

Total 361

CANADIAN PACIFIC RAILWAY, OFFICE OF ENGINEER IN CHIEF, OTTAWA, August 26th, 1882.

Description of works, cash subsidy. No. of Contract, C. P. R. Co.

Locality of works, west of Red River (Central Section).

Name of Contractors, Canadian Pacific Railway Company.

Date of Contract, 21st October, 1880.

Progress Estimate of work done and materials delivered from the beginning of
operations under this contract to the 22nd August, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under Letters Nos. 27,816 and 28,944.

Total value of work done and materials delivered to the 22nd August, 1882:—

361 miles at \$10,000 per mile..... \$3,610,000 00

Less deductions for plant, etc., taken

by the Company as per Estimate

No. 1 (subject to correction).....\$1,042,519 29

Less amount the payment of which is
postponed by O. C., May 23rd,

1882..... 500,000 00

\$542,519 29

Less advance on rails, etc., delivered
and covered by this Estimate,

6,800 at \$50—\$340,000; 75 p. c. 255,000 00

797,519 29

\$2,812,480 71

Memorandum, land subsidy:—

361 miles at 12,500 acres per mile..... 4,512,000 acres.

Less one-fifth..... 902,500 “

3,610,000 “

The above is a correct estimate made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$2,812,480.71. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer in Chief,*

Per F. J. L.

I hereby certify that 361 miles of the Eastern Division, Central Section, C. P. R. are so far completed as to admit of the running of regular trains thereon, together with such equipment thereof as is required for the traffic thereon.

COLLINGWOOD SCHREIBER, *Per F. J. L.*

OTTAWA, 29th August, 1882.

SIR,—I have the honor to inform you that under date the 26th instant, a certificate (No. 9) was issued from the Chief Engineer of the Canadian Pacific Railway showing that since the date of his last certificate, the 22nd instant, a further extent of 20 miles of track on the Eastern Division of the Central Section has been laid making a total of 361 miles of road completed and equipped, so as to admit of the running of trains. Of the said certificate the following are the particulars:

Total value of work done and materials delivered to the 22nd May, 1882,

361 miles, at \$10,000 per mile..... \$3,610,000

Less deductions for plant, etc., taken

by the Company as per Estimate

No. 1, (subject to correction)..\$1,042,519 29

Less amount, the payment of which

is postponed by O. C., of 23rd

May, 1882..... \$500,000 00

\$542,519 29

Less advance on rails, etc, delivered

and covered by this estimate,

6,800 tons at \$50, \$340,000—75

per cent. of which the author-

ized advance is..... 255,000 00

797,519 29

\$2,812,480,71

Of this amount the books of the Accountant of this

Department, show that there has been already

paid the sum of..... 2,623,730 71

Leaving the balance now payable..... \$188,750 00

I have accordingly to request that payment may be made of the said sum of \$188,750.00.

The Company are further, under the said certificate, entitled to receive their and subsidy for the further extent of 20 miles of road now completed, at the rate of 2,500 acres per mile, or a total of 250,000 acres, from which is to be deducted one-fifth, retained by the Government under the provisions of the contract.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

L. L. McDougall, Esq., Auditor-General.

per W. J. T.

CENTRAL SECTION.—*Subsidy.—Progress Estimate No. 10.*

Previous Estimates 361 miles.

Present " 20 "

Total..... 381 "

CANADIAN PACIFIC RAILWAY,

OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 12th September, 1882.

Description of works, cash subsidy. No. of Contract, C.P.R. Co.

Locality of works, west of Red River (Central Section).

Name of Contractors, Canadian Pacific Railway Company.

Date of Contract, 20th October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 9th September, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters Nos. 27,816 and 28,944.

Total value of work done and materials delivered to the 9th September, 1882 :-

381 miles at \$10,000 per mile.....	\$3,810,000 00
Less deductions for plant, etc., taken by the Company as per Estimate No. 1 (subject to correction).....	\$1,042,519 29
Less amount, payment of which is postponed by O.C., dated 23rd May, 1882.....	500,000 00
	<u>\$542,519 29</u>
Less advance on rails, &c., delivered and covered by this estimate, 6,800 tons at \$50, \$340,000, at 75 per cent.....	\$255,000 00
	<u>\$797,519 29</u>
	\$3,012,480 71

Memorandum, land subsidy :-

381 miles at 12,500 acres per mile.....	4,762,000 acres.
Less one-fifth.....	952,500 "
	<u>3,810,000 "</u>

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *in charge of C.P.R. Head Office.*

Total amount now certified on this contract, \$3,012,480.71. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*
per F. J. L.

I hereby certify that 381 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway are so far completed as to admit of the running of trains thereon, together with such equipment thereof as is required for the traffic thereon.

COLLINGWOOD SCHREIBER, *per F. J. L.*

Memorandum.—Rolling Stock: 78 locomotives; 30 passenger, baggage, and postal cars; 218 box cars; 1,460 flat cars; 50 caboose, boarding, derrick passenger, snowplough, and steam shovel cars.

OTTAWA, 13th September, 1882.

SIR,—I have the honor to inform you that under date of the 12th instant a certificate (No. 10) was issued from the Chief Engineer of the Canadian Pacific Railway showing that since the date of his last certificate the 20th instant, a further extent of twenty miles of track on the Eastern Division of the Central Section has been laid making a total of 381 miles of road completed and equipped so far as to admit of the running of trains for traffic purposes thereon.

The following are the particulars of the present certificate.

Total value of work done and materials delivered to the 9th of September, 1882:

381 miles at \$10,000 per mile..... \$3,810,000 00

Less deductions for plant taken by the
Company as per Estimate No. 1, (sub-
ject to correction).....\$1,042,519 29

Less amount, payment of which is post-
poned by O. C. of May 23rd 1882... 500,000 00

\$542,519 29

Less advance of rails, etc., delivered
covered by this estimate, 6,000
tons at \$50; \$340,000, of which
75 per cent., the authorised advance \$255,000 00

797,519 29

\$3,012,480 71

Of this amount the books of the accountant of this De-
partment, show that there has already been paid 2,812,480,71

Leaving the balance now payable \$200,000 00

I have accordingly to request that payment may be made to the Company of the
aid sum of \$200,000.

The Company are further, under the present certificate, entitled to receive their
and subsidy for the further extent of twenty miles of road now completed, such
subsidy being at the rate of 12,500 acres per mile of road or a total of 250,000 acres,
one fifth of which is retained by the Government under the terms of the contract.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. L. McDONGALL, Esq., Auditor-General.

per W. L.

CENTRAL SECTION.—*Subsidy.—Progress Estimate No. 11.*

Previous Estimates..... 381 miles.

Present " 20 "

Total..... 401 "

CANADIAN PACIFIC RAILWAY,

OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 19th September, 1882.

Description of works, cash subsidy. No. of contract, C.P.R. Co.

Locality of works, west of Red River (Central Section).

Name of Contractors, Canadian Pacific Railway Company.

Date of Contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of
operations under this contract to the 19th September, 1882.

The works, of which this is an estimate, are being executed by the authority of
the Department of Railways and Canals, under contract numbered and dated as
above, also under letters Nos. 27,816 and 28,944.

Total value of work done and materials delivered to the 19th September, 1882:

401 miles at \$10,000..... \$4,010,000 00

Less deductions for plant, etc., taken
by the Company as per Estimate
No. 1 (subject to correction).....\$1,042,519 29

Less amount payment of which is de-
ferred by O. C., 23rd May, 1882.. 500,000 00

\$542,519 29

Less advance on rails, etc., delivered and covered by the estimate 6,800 tons at \$50 equals \$340,000 75 p.c.	255,000 00	
		\$797,519 29
		<u>\$3,212,480 71</u>

Memorandum, land subsidy:—

401 miles at 12,500 acres per mile.....	5,012,000 acres
Less one-fifth.....	1,002,500 "
	<u>4,010,000</u>

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C.P.R. Head Office.*

Total amount now certified on this contract, \$3,212,480.71. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer in Chief.*
Per F. J. L.

I hereby certify that 401 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway are so far completed as to admit of the running of trains thereon, together with such equipment thereof as is required by the traffic thereon.

COLLINGWOOD SCHREIBER, per F. J. L.

Rolling stock in use by the Canadian Pacific Railway Company on the Eastern Division of the Central Section of the Canadian Pacific Railway.—

87 locomotives; 32 passenger, baggage and postal cars; 219 box cars; 1,266 flat cars; 62 caboose, boarding and other cars.

OTTAWA, 3rd September, 1882.

SIR,— I have the honor to inform you that under date the 19th instant a certificate, No. 11, was issued from the Chief Engineer of the Canadian Pacific Railway showing that since the date of his last certificate, the 12th instant a further extent of twenty miles of track on the Eastern Division of the Central Section has been made making in all 401 miles of road on this division, completed and equipped so far as to admit of the running of trains for traffic purposes thereon.

The following are the particulars of the present certificate:—

Total value of work done and materials delivered up to the 19th September, 1882

401 miles at \$10,000 a mile	\$4,010,000 00
Less deductions for plant, etc., taken by the Company as per Estimate No. 1 (subject to correction)....	\$1,042,519 29
Less amount payment of which is postponed by O.C. of 23rd May, 1882	500,000 00
	<u>\$542,519 2</u>

Less in advance on rails, etc., delivered and covered by this estimate, 6,800 tons at \$50, \$340,000 of which 75 per cent. the authorized advance is	\$255,000 00	\$797,519 29
		<hr/>
		\$3,212,480 71
Of this amount the books of the Accountant of this Department show that there has already been paid.....		\$3,012,480 71
		<hr/>
Leaving the balance now payable.....	\$200,000 00	

I am accordingly to request that under the authority of the Order in Council of the 19th May, 1882, payment may be made to the Company of the said sum of \$200,000.

The Company are also further under the present certificate, entitled to receive their land subsidy for the further extent of twenty miles of road completed, such subsidy being at the rate of 12,500 acres per mile of road, or a total of 250,000 acres the fifth of which is, however, retained by the Government under terms of the contract.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary, per W. J. L.*

L. McDougall, Esq., Auditor-General.

CANADIAN PACIFIC RAILWAY COMPANY ASKING POSTPONEMENT FOR A TIME OF PAYMENT OF DEDUCTIONS AND ADVANCES.

CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 18th September, 1882.

SIR,—In view of the great stringency in the money market in the United States will be a convenience to this Company, in connection with its financial arrangements, if the deductions from payments on account of subsidy of advances made to the Company on material, etc., can be postponed for a time; and I have the honor to request that the payment of such advances may be so deferred. When the stringency referred to has disappeared, I shall be glad to remit by cheque the amounts of such postponed deductions.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

P. BRADLEY, Esq., Sec. Railways and Canals.

CONFIRMATION OF ACTION UNDER O. C. No. 28,944, RE-PAYMENT OF PROGRESS ESTIMATES No. 2 TO No. 11 INCLUSIVE.

Memorandum.

OTTAWA, 25th September, 1882.

The undersigned has the honor to represent that upon a report made by the Chief Engineer of the Canadian Pacific Railway, and under an authority of an Order in Council of the 9th of January last, payment was made to the Canadian Pacific Railway Company of the amount of the subsidy due under their contract for an extent of road completed on the Eastern Division of the Central Section, the money subsidy due being \$1,610,000, for an extent of 161 miles of road.

That, under an Order in Council of the 19th of May, authority was given for the payment of the money subsidy which might become due upon the certificate of the Chief Engineer, approved of by the Minister or Acting Minister of Railways and Canals, and that under such order the following payments have been made :—

Estimate No. 2,	June 2, 1882,	40 miles	.....	\$400,000
"	3, " 13, " 20 "	.....		200,000
"	4, July 10, " 20 "	.....		200,000
"	5, " 26, " 20 "	.....		200,000
"	6, " 31, " 20 "	.....		200,000
"	7, Aug. 5, " 40 "	.....		400,000
"	8, " 12, " 20 "	.....		200,000
"	9, " 22, " 20 "	.....		200,000
"	10, Sept. 9, " 20 "	.....		200,000
"	11, " 19, " 20 "	.....		200,000
Total miles..... 240				\$2,400,000

The total mileage being 401, and the total payments \$4,010,000.

The undersigned asks that approval may be given to the action so far taken under the Order in Council of the 19th of May last, in respect of the payment of subsidy as above shown.

Respectfully submitted,

J. H. POPE, *Acting Min. of Railways and Canals.*

COPY of a Report of the Committee of the Honorable the Privy Council approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 26 September, 1882.

On a Memorandum, dated 25th September, 1882, from the Acting Minister of Railways and Canals, representing that upon a Report made by the Chief Engineer of the Canadian Pacific Railway, and under the authority of an Order in Council of the 9th of January last, payment was made to the Canadian Pacific Railway Company of the amount of the subsidy due under their contract, for an extent of road completed on the Eastern Division of the Central Section, the money subsidy so due being \$1,610,000, for an extent of 161 miles of road.

That, under an Order in Council of the 19th May last, authority was given for the payment of the money subsidy which might become due upon the certificate of the Chief Engineer, approved of by the Minister or Acting Minister of Railways and Canals, and that under such Order the following payments have been made :—

Estimate No. 2,	June 2, 1882,	40 miles	.....	\$400,000
"	" 3, " 13, " 20 "	.....		200,000
"	" 4, July 10, " 20 "	.....		200,000
"	" 5, " 26, " 20 "	.....		200,000
"	" 6, " 31, " 20 "	.....		200,000
"	" 7, Aug. 5, " 40 "	.....		400,000
"	" 8, " 12, " 20 "	.....		200,000
"	" 9, " 22, " 20 "	.....		200,000
"	" 10, Sept. 9, " 20 "	.....		200,000
"	" 11, " 19, " 20 "	.....		200,000
Total miles..... 240				\$2,400,000

The total mileage being 401, and the total payments, \$4,010,000.

The Minister recommends that the approval of Council be given to the action so far taken under the Order in Council of the 19th of May last, in respect to payment of subsidy as above shown.

The Committee submit the above recommendation for approval, and also recommend that no further payments be made under the said Order in Council of 19th May last, but that such payments shall be made on special orders from time to time.

JOHN J. MCGEE.

Hon. Minister of Railways and Canals.

CENTRAL SECTION.--*Subsidy.—Progress Estimate No. 12.*

Previous Estimates.....	401 miles.
Present "	20 "
Total.....	421 "

CANADIAN PACIFIC RAILWAY,

OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 27th September, 1882.

SIR,—I have the honor to report that the thirteenth twenty miles section, west of Flat Creek (Oak Lake) on the Canadian Pacific Railway is so far completed as to admit of the running of regular trains thereon, together with such equipment thereof as is required for the traffic thereon. This makes 421 miles from Winnipeg.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *per F. J. L.*

A. P. BRADLEY, Sec. Railways and Canals.

CANADIAN PACIFIC RAILWAY,

OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 27th September, 1882.

Description of works, cash subsidy. No. of Contract, C. P. R. Co.

Locality of works, west of Red River (Central Section).

Name of Contractors, Canadian Pacific Railway Company.

Date of Contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 22nd September, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters Nos. 27,816 and 28,944.

Total value of work done and materials delivered to the 22nd September, 1882:

421 miles at \$10,000..... \$4,210,000 00

Less deductions for plant, etc., taken by the Company as per Estimate No.

1, (subject to correction).....\$1,042,519 29

Less amount, payment of which is

deferred by O.C., 23rd May, 1882. 500,000 00

\$542,519 29

Less advance on rails, etc., delivered, and covered by this estimate, 6800

tons at \$50--\$240,000; 75 per cent. 255,000 00

797,519 29

\$3,412,480 71

Memorandum, land subsidy:—

421 miles at 12,500 acres per mile..... 5,262,500 acres.

Less one-fifth..... 1,052,500 "

4,210,000 "

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *in charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$3,412,480.71. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief, per F. J. L.*

I hereby certify that 421 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway, is so far completed as to admit of the running of trains thereon, together with such equipment thereof as is required for the traffic thereon.

COLLINGWOOD SCHREIBER, *Per F. J. L.*

Memorandum: Rolling Stock in use by the Canadian Pacific Railway Company on the Eastern Division of the Central Section.

87 locomotives; 32 passenger, baggage and postal cars; 219 box cars; 1,900 freight cars; 62 caboose, boarding and other cars.

Memorandum:

OTTAWA, 28th September, 1882.

The undersigned has the honor to represent that, under date the 27th instant, certificate, No. 12, was issued from the Chief Engineer of the Canadian Pacific Railway, showing that since the date of his last certificate, the 19th instant, a further extent of track on the Eastern Division of the Central Section has been laid, making a total of 421 miles of road on this division completed and equipped, so far as to allow of the running of trains for traffic purposes thereon.

The following are the particulars of the present certificate:—

Total value of work done and materials delivered up to the 22nd Sept., 1882:—

421 miles at \$10,000 a mile, \$4,210,000 00

Less deduction for plant, etc., taken

by the Company as per Estimate

No. 1 (subject to correction)\$1,042,519 29

Less amount, payment of which is deferred by O. C. of 23rd May,

1882 500,000 00

542,519 29

Less advance on rails, etc., delivered and covered by this Estimate,

6,800 tons at \$50—\$340,000; of which 75 per cent. is the authorized advance.....

255,000 00

797,519 29

\$3,412,480 71

Of this amount the books of the Accountant of the Department shows that there has already been paid.....

3,212,480 71

Leaving a balance now payable.....

\$200,000 00

The Company are also, as is shown by the present certificate, entitled further to receive their land subsidy for the additional extent of 20 miles of road completed; such subsidy being at the rate of 12,500 acres per mile of road, or a total of 250,000 acres, one-fifth of which is, however, retained by the Government under the terms of the contract.

The undersigned thereupon recommends that authority be given for the payment of the said sum of \$200,000 to the Company.

Respectfully submitted,

J. H. POPE, *Acting Minister Railways and Canals.*

Copy of a Report of a Committee of the Honorable the Privy Council approved by His Honor the Deputy of His Excellency the Governor General in Council on the 29th of September, 1882.

On a Memorandum, dated the 28th September, 1882, from the Acting Minister of Railways and Canals representing that under date the 27th instant, a certificate, No. 12, was issued from the Chief Engineer of the Canadian Pacific Railway, showing that since the date of his last certificate is the 19th instant, a further extent of track on the Eastern Division of the Central Section has been laid making a total of 421 miles of road on the Division completed and equipped so far as to admit of the running of trains for traffic purposes thereon.

The Minister submits the following particulars of the present certificate:—

Total value of work done and materials delivered up to the 22nd September, 1882,

421 miles at \$10,000 a mile..... \$4,210,000 00

Less deductions for plant, etc., taken
by the Company, as per Estimate
No. 1 (subject to correction)..... \$1,042,519 29

Less amount, payment of which is
deferred by Order in Council of
23rd May, 1882..... 500,000 00

\$542,579 29

Add advance on rails, etc, delivered
and covered by this Estimate.
6,800 tons at \$50, \$340,000; of
which 75 per cent. the authorized
advance is..... 255,000 00 797,519 29

\$3,412,480 71

Of this amount the books of the
Accountant of the Department
show that there has already been
paid..... 3,212,480 71

Leaving the balance now payable.... \$200,000 00

The Minister further represents that the Company are also, as is shown by the present certificate, entitled to receive their land subsidy for the additional extent of twenty miles of road now completed, such subsidy being at the rate of 12,500 acres per mile of road, or 250,000 acres, less one-fifth retained by the Government.

The Minister recommends that authority be given for the payment of the said sum of \$200,000 to the Company.

The Committee advise that the requisite authority be given.

JOHN J. MCGEE.

Hon. Minister Railways and Canals.

OTTAWA, 30th September, 1882.

SIR,—I have the honor to inform you that, under date the 27th instant, a certificate was issued from the Chief Engineer of the Canadian Pacific Railway, showing that since the date of his last certificate, the 19th instant, a further extent of track on the Eastern Division of the Central Section has been laid, making a total of 421 miles of road on this division completed and equipped, so far as to admit of the running of trains for traffic purposes thereon.

The following are the particulars of the present certificate :—

Total value of work done and materials delivered up to the 22nd September, 1882,

421 miles at \$10,000 a mile \$4,210,000 00

Less deductions for plant, etc., taken
by the Company as per Estimate
No. 1, (subject to correction)....\$1,042,579 29

Less amount, payment of which is
deferred by Order in Council of
23rd May, 1882..... 500,00 000

\$542,519 29

Less advance on rails, etc., delivered
and covered by this Estimate ;
6,800 tons at \$50, \$340,000 ; of
which 75 per cent. the authorized
advance is..... 255,000 00

797,519 29

\$3,412,480 71

Of this amount the books of the
Accountant of the Department
show that there has already been
paid the sum of..... 3,212,480 71

Leaving the balance now payable..... \$200,000 00

I am, accordingly, to request that under the authority of an Order in Council of the 29th instant, payment may be made to the Company of the said sum of \$200,000.

The Company are also further, as is shown by the present certificate, entitled to receive their land subsidy for the additional extent of twenty miles of road now completed, such subsidy being 250,000 acres, one-fifth of which is, however, retained by the Government under the terms of the contract.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. L. McDougall, Esq., Auditor-General.

CENTRAL SECTION.—*Subsidy, Progress Estimate No. 13.*

Previous Estimate.....	421 miles.
Present “	20 “
Total.....	441 “

NOTE.—This estimate does not include the advance on rails not covered by this estimate.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 9th October, 1882.

Description of work, cash subsidy. No. of contract, C. P. R. Co.

Locality of works, west of Red River (Central Section).

Name of Contractors, Canadian Pacific Railway Company.

Date of Contract, 21st October, 1882.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 30th September, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under Letters Nos. 27,816 and 28,944.

Total value of work done and materials delivered to the 30th September, 1882:—

441 miles at \$10,000..... \$4,410,000 00

Less deductions for plant, etc., taken
by the Company as per Estimate
No. 1 (subject to correction)..... \$1,042,519 29

Less amount, payment of which is
deferred by O. in C., 23rd May,
1882..... 500,000 00

\$542,519 29

Less advance on rails, etc., delivered
and covered by this Estimate
8,300 tons at \$50, \$415,000; 75
per cent..... 311,250 00

853,769 29

\$3,556,230 71

Memorandum land subsidy:—

441 miles at 12,500 acres per mile..... 5,512,500

Less one-fifth..... 1,102,500

4,410,000

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN,

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$3,556,230.71. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief, Per F. J. L.*

I hereby certify that 441 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway are so far completed as to admit of the running of trains thereon, together with such equipment thereof, as is required for the traffic thereon.

COLLINGWOOD SCHREIBER, *per F. J. L.*

Memorandum.

OTTAWA, 9th, October 1882.

The undersigned has the honor to represent that, under date the 9th instant, a certificate, No. 13, was issued from the Chief Engineer of the Canadian Pacific Railway, showing that since the date of his last certificate, the 27th ultimo, a further extent of twenty miles of track has been laid on the Eastern Division of the Central Section, making a total of 441 miles of road on this Division completed and equipped, so far as to admit of the running of trains for traffic purposes thereon.

That the following are the particulars of the present certificate. :—

Total value of work done and materials delivered up to the 30th September, 1882 :

441 miles at \$10,000 a mile..... \$4,410,000 00

Less deductions for plant, etc., taken
by the Company as per Estimate No. 1 (subject to correction) \$1,042,519 29

Less amount payment of which is
postponed by O. C., of 23rd
May, 1882..... 500,000 00

\$542,519 29

Less advance on rails, etc., delivered
and covered by this Estimate
8,300 tons at \$50 a ton, \$415,-
000 ; of which 75 per cent. the
authorized advance is..... \$311,250 00

\$853,769 29

\$3,556,230 71

Of this amount the books of the
accountant show that there has
been already paid..... \$3,412,480 71

Leaving the balance now payable..... \$143,750 00

That the Company are further entitled, as is shown by the present certificate, also to receive their land subsidy for the additional extent of twenty miles of road now completed, such subsidy being at the rate of 12,500 acres per mile of road, or a total of 250,000 acres, less one-fifth to be retained by the Government under the contract.

The undersigned recommends that authority be given for the payment to the Company of the said sum of \$143,750 00.

Respectfully submitted,

J. H. POPE, *Acting Minister Railways and Canals.*

CERTIFIED Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of the Governor General in Council, on the 12th October, 1882.

On a Memorandum, dated 9th October, 1882, from the Acting Minister of Railways and Canals, representing that under date the 9th instant, a certificate, No. 13 was issued from the Chief Engineer of the Canadian Pacific Railway, showing that since the date of his last certificate, the 27th ultimo, a further extent of twenty miles of track has been laid on the Eastern Division of the Central Section, making a total of 441 miles of road on the division completed and equipped, so far as to admit of the running of trains for traffic purposes thereon.

The Minister submits the following particulars of the present certificate :—

Total value of work done and materials delivered up to the 30th September, 1882:

441 miles at \$10,000 per mile.....\$4,410,000 00

Less deductions for plant, etc., taken
by the Company as per Estimate
No. 1 (subject to correction)..... \$1,042,519 29

Less amount, payment of which is
postponed by O. C. of 23rd May,
1882..... 500,000 00

\$542,519 29

Less advance on rails, etc., delivered
and covered by this estimate,
8,300 tons at \$50 a ton, \$415,000,
of which 75 per cent., the autho-
rized advance is..... 311,250 00

\$853,769 29

\$3,556,230 71

Of this amount the Accountant's books show that
there has been already paid..... 3,412,480 71

Leaving the balance now payable..... \$143,750 00

The Minister further represents that the Company are also, as is shown by the present certificate, entitled to receive their land subsidy for the additional extent of twenty miles of road now completed, such subsidy being at the rate of 12,500 acres per mile of road, or a total of 250,000 acres, less one-fifth retained by the Government.

The Minister recommends that authority be given for the payment of the said sum of \$143,750 to the Company.

The Committee advise that the requisite authority be granted.

JOHN J. MCGEE.

Hon. Minister Railways and Canals.

OTTAWA, 12th October, 1882.

SIR,—I have the honor to inform you that an Order-in-Council was passed, a copy of which will be furnished you from the Privy Council office, authorizing the payment to the Canadian Pacific Railway Company of the further sum of \$143,750 for an additional extent of twenty miles of road now completed, the particulars of the estimate of the Chief Engineer No. 13, upon which the payment was recommended, being embodied in the said Order.

I have to request that you will be pleased to make payment accordingly.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

J. L. McDougall, Esq., Auditor-General.

CENTRAL SECTION.—*Subsidy.—Progress Estimate No. 14.*

Previous Estimates..... 441 miles.

Present " 20 "

Total..... 461 "

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 17th October, 1882.

Description of works, cash subsidy. No. of contract, C. P. R. Co.

Locality of works, west of Red River (Central Section.)

Name of Contractors, Canadian Pacific Railway Company.

Date of contract, 21st October, 1882.

Progress estimate of work done and materials delivered from the beginning of operations under this contract, to the 7th October, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters No. 27,816 and 28,944.

Total value of work done and materials delivered to the 7th October, 1882:—

461 miles, at \$10,000 per mile.....\$4,610,000

Add advance on rails; total advance

30,750 tons at \$50—\$1,537,500 00;

75 per cent.\$1,153,125 00

Less covered up by this estimate, 10,-

300, at \$50—\$515,000 00; 75 per

cent. 386,250 00

766,875 00

\$5,376,875 00

Less deduction for plant, etc., taken

by the Company as per estimate

No. 1 (subject to correction)....\$1,042,519 29

Less amount, payment of which is

deferred by O. C., 23rd May, 1882 500,000 00

542,519 29

\$4,834,355 71

Memorandum, land subsidy:—

461 miles, at 12,500 acres per mile..... 5,762,500 acres

Less one fifth..... 1,152,500 "

4,610,000 "

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *in charge of C.P.R. Head Office.*

Total amount now certified on this contract, \$4,834,355 71. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

I hereby certify the 461 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway are so far completed as to admit of the running of trains thereon, together with such equipment thereof as is required by the traffic thereon.

COLLINGWOOD SCHREIBER, *Per F. J. L.*

Memorandum.

OTTAWA, 13th October, 1882.

The undersigned has the honor to represent that under date the 12th instant, an estimate, No. 14, has been received from the Chief Engineer of the Canadian Pacific Railway, showing that a further extent of 20 miles of track has been laid on the Eastern Division of the Central Section, making a total of 461 miles of road on this division so far completed as to admit of the running of trains thereon, being further equipped to the extent required for the traffic.

The particulars of such estimate are as follows :

Total value of work done and materials delivered up to the 7th October, 1882 :—

461 miles at \$10,000 a mile..... \$4,610,000 00

Add advance on rails, total advance

30,750 tons, at \$50—\$1,537,500;

75 per cent..... \$1,153,125 00

Less covered by this estimate, 10,300

at \$50—\$515,000; 75 per cent.... 386,250 00

Less deductions for plant, etc., taken 766,675 00

by the Company, as per Estimate

No. 1. (subject to correction).... 1,042,519 29

\$5,376,875 00

Less amount, payment of which is

deferred by O. C. of 23rd May,

1882..... 500,000 00

542,519 29

\$4,834,355 71 .

Of this amount the books of the Accountant of the Department show that there has already been paid the sum of.....

4,709,355 71

Leaving the balance now payable.....

\$125,000 00

The present estimate further shows that the Company are entitled to receive their land subsidy for the said 20 miles at the rate of 12,500 acres per mile, or a total of 250,000, less one-fifth, retained by the terms of the contract.

The undersigned recommends that authority be given for the payment to the Company of the said sum of \$125,000.

Respectfully submitted,

J. H. POPE, *Acting Min. Railways and Canals.*

CERTIFIED copy of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor-General in Council, on the 14th October, 1882.

On a Memorandum, dated the 13th October, 1882, from the Acting Minister of Railways and Canals, representing that, under date the 12th instant, a certificate (No. 4) was issued from the Chief Engineer of the Canadian Pacific Railway, showing that a further extent of 20 miles of track has been laid on the Eastern Division of the Central Section, making a total of 461 miles of road on this division so far completed and equipped, as to admit of the running of regular trains for traffic thereon.

The Minister submits the following particulars of the present certificate :—

Total value of work done and materials delivered up to the 7th October, 1882:—

461 miles at \$10,000 per mile.....	\$4,610,000 00
Add advance on rails, total advance 30,750 tons at \$50—\$1,537,500; 75 per cent.....	\$1,153,125
Less covered by this estimate 10,300 tons at \$50—\$515,000; 75 per cent.....	\$386,250
	766,875 00
	<u>\$5,376,875 00</u>

Less deduction for plant, etc., taken
by the Company as per esti-
mate No. 1 (subject to cor-
rection).....

\$1,042,519 29

Less amount, payment of which is
deferred by O. C. of the 23rd
May, 1882.....

\$500,000 00

\$542,519 29

\$4,834,355 71

Of this amount the books of the Accountant of the
Department show that there has already been
paid.....

\$4,709,355.71

Leaving the balance now payable..... \$125,000 00

The Minister further represents that the present certificate shows that the Company are entitled to receive their land subsidy for the additional extent of 20 miles of road now completed, at the rate of 12,500 acres per mile, or a total of 250,000 acres, less one-fifth retained under the contract.

The Minister recommends that authority be given for the payment to the Company, of the said sum of \$125,000.

The Committee advise that the requisite authority be granted.

Hon. Minister Railways and Canals.

JOHN J. MCGEE.

OTTAWA, 14th October, 1882.

SIR,—I have the honor to inform you, that an Order in Council was passed authorizing payment to the Canadian Pacific Railway Company, of the further sum of \$125,000, for an additional extent of twenty miles of road, making a total of 46 miles upon the Eastern Division of the Central Section.

The particulars of the estimate of the Chief Engineer, No. 14, upon which payment of this sum was recommended are embodied in the said order, a copy of which will be forwarded to you from the Privy Council.

I am to request that you will be pleased to make payment accordingly.

I have the honor to be, Sir, your obedient servant,

J. L. McDougall, Esq., Auditor-General.

A. P. BRADLEY, *Secretary*.

OTTAWA, 16th October, 1882.

SIR,—I have the honor by direction to inform you that an Order in Council dated the 12th inst., contains the following clause:

"The Minister further represents that the Company are also, as is shown by the present certificate, entitled to receive their land subsidy for the additional extent of twenty miles of road now completed, such subsidy being at the rate of 12,500 acres

per mile of road, or a total of 250,000 acres, less one-fifth retained by the Govern- ment." Further that an Order in Council dated the 14th inst., contains the following clause: "The Minister further represents that the present certificate shows that the Company are entitled to receive their land subsidy for the additional extent of twenty miles of road completed at the rate of 12,500 acres per mile, or a total of 250,000 acres, less one-fifth retained under contract.

I have the honor to be, Sir, your obedient servant
J. L. McDougall, Esq., Auditor-General. A. P. BRADLEY, Secretary.

CENTRAL SECTION.—Subsidy.—Progress Estimate No. 15.

Previous Estimates.....	461 miles.
Present "	20 "
Total distance.....	481 "

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER IN CHIEF, OTTAWA, 17th October, 1882.

Description of works, cash subsidy. No. of Contract, C.P.R. Co. .
Locality of works, west of Red River (Central Section).
Name of Contractors, Canadian Pacific Railway Company.
Date of Contract, 21st October, 1880.
Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 17th October, 1882.
The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under Letters Nos. 27,816 and 28,944.

Total value of work done and materials delivered to the 17th October, 1882:

481 miles at \$10,000.....	\$4,810,000 00
Add advance on rails; total advance 30,750 at \$50—\$1,537,500; 75 per cent	\$1,153,125 00
Less covered by this estimate 12,300 at \$50—\$615,000; 75 per cent...	461,250 00
	<u>\$691,875 00</u>
	\$5,501,875 00
Less deductions for plant, etc., taken by the Company as per Estimate No. 1 (subject to correction).....	\$1,042,519 29
Less amount, payment of which has been deferred by O. C., 23rd May, 1882	500,000 00
	<u>\$542,519 29</u>
	\$4,959,355 71

Memorandum, land subsidy:—

481 miles at 12,500 acres per mile.....	6,012,500 acres
Less one-fifth.....	1,202,500 "
	<u>4,810,000 "</u>

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$4,959,355.71. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief, per F. J. L.*

I hereby certify that 481 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway are so far completed as to admit of the running of trains thereon, together with such equipment thereof as is required for the traffic thereon.

COLLINGWOOD SCHREIBER, *per F. J. L.*

Memorandum.

OTTAWA, 17th October, 1882.

The undersigned has the honor to represent that, under date the 17th instant an estimate, No 15, has been received from the Chief Engineer of the Canadian Pacific Railway, showing that a further extent of twenty miles of track has been laid on the Eastern Division of the Central Section, making a total of 481 miles of road on this division so far completed as to admit of the running of trains thereon, and also sufficiently equipped to meet the requirements of the traffic.

The particulars of such estimate are as follows:—

Total value of work done and materials delivered up to the 17th October, 1882

481 miles, at 10,000 per mile	\$4,810,000 00
Add advance on rails; total advance 30,750 tons, at \$50 per ton, \$1,537,500; 75 per cent.	\$1,153,125 00
Less covered by this estimate 12,300, at \$50 —\$615,000; 75 per cent.....	461,250 00
	<hr/> 691,875 00
	<hr/> \$5,501,875 00

Less deduction for plant, taken by the Company, as per Estimate No. 1 (subject to correction).....

	\$1,042,519 29
Less amount, payment of which has been deferred by O. C. 23rd May, 1882.....	500,000 00
	<hr/> 542,519 29

\$4,959,355 71

Of this amount the books of the Accountant of the Department show that there has been already paid...	4,834,355 71
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Leaving the balance now payable.....	\$125,000 00
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The present certificate further shows that the Company are entitled to receive their land subsidy for the said twenty miles, at the rate of 12,500 acres per mile, a total of 250,000 acres, less one-fifth to be retained under the terms of contract.

The undersigned recommends that authority be given for the payment to the Company of the said sum of \$125,000.

Respectfully submitted,

J. H. POPE, *Acting Min. Rys. and Canals.*

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 19th October, 1882.

On a Memorandum, dated 17th October, 1882, from the Acting Minister of Railways and Canals, representing that, under date the 17th instant, an estimate, No. 15, has been received from the Chief Engineer of the Canadian Pacific Railway, showing that a further extent of twenty miles of track has been laid on the Eastern Division of the Central Section, making a total of 481 miles of road on this division so far completed as to admit of the running of regular trains thereon, and also sufficiently equipped to meet the requirements of the traffic.

The Minister submits the following particulars of the present estimate:—

Total value of work done and materials delivered up to the 17th October, 1882,

481 miles at \$10,000 per mile..... \$4,810,000 00

Add advance on rails: total advance

30,750 tons at \$50—\$1,537,500;

75 per cent..... \$1,153,125 00

Less, covered by this estimate, 12,300,

at \$50—\$615,000; 75 per cent... 461,250 00

691,875 00

\$5,501,875 00

Less deductions for plant, etc., taken

by the Company as per Estimate

No. 1 (subject to correction).....\$1,042,519 29

Less amount, payment of which has

been deferred by O. C., 23rd

May, 1882..... 500,000 00

542,519 29

\$4,959,355 71

Of this amount the books of the Accountant of the

Department show that there has already been

paid \$4,831,355 71

Leaving the balance now payable..... \$125,000 00

The Minister further requests that the present certificate shows that the Company are entitled to receive their land subsidy for the said twenty miles at the rate of 12,500 acres per mile, or a total of 250,000 acres, less one-fifth retained under the contract.

The Minister recommends that authority be given for the payment to the Company of the said sum of \$125,400.

The Committee advise that the requisite authority be granted.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

OTTAWA, 19th October, 1882.

SIR,—I have the honor to inform you that an Order in Council was passed authorizing payment to the Canadian Pacific Railway Company of the sum of \$125,000, being for an additional extent of twenty miles of road on the Eastern Division of the Central Section, completed and equipped so far as to admit of the running of trains. The said Order is based on a certificate, No. 15, of the Chief Engineer of the Canadian Pacific Railway, dated the 17th instant, the particulars of which it will be found to embody. I am to request that payment may be made of the sum named.

Under this certificate the Company are also entitled to receive their land subsidy for the additional twenty miles in question, at the rate of 12,500 acres per mile, or a total of 250,000 acres, less one-fifth under the contract, and the Department of the Interior have been notified accordingly in order that such action may be taken by them as will place this quantity of land in the hands of the Company.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. L. McDougall, Esq., Auditor-General.

EASTERN SECTION.—*Subsidy.—Progress Estimate No. 1.—Total 20 miles.*

Amount of certificate to date :—

Eastern Section.....	\$307,692 20
Central Section.....	4,59,355 71
Total.....	\$5,267,047 91

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 23rd October, 1882.

Description of works, cash subsidy. No. of contract, C.P.R. Co.

Locality of works, Eastern Section, Callander to point of junction with that portion under construction between Lake Superior and Selkirk.

Name of Contractors, Canadian Pacific Railway Company.

Date of Contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 23rd October, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters Nos. 27,816 and 28,944.

Total value of work done and materials delivered to the 23rd October, 1882 :—

20 miles west of Callander at \$15,384.61\$307,692 20

Memorandum land subsidy, Eastern Section :—

20 miles at 9,615.35 acres per mile.....192,307.00 acres.

Less one-fifth..... 38,461.40 “

153,845.60 “

The above is a correct estimate made up from the returns forwarded by Thomas Ridout. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

L. K. JONES,

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *in charge of C.P.R. Head Office.*

Total amount now certified on this contract, \$307,692.20. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

I hereby certify that 20 miles of the Eastern Section of the Canadian Pacific Railway are so far completed as to admit of the running of trains thereon, together with such equipment thereof as is required for the traffic thereon.

COLLINGWOOD SCHREIBER.

Memorandum:

OTTAWA, 25th October, 1882.

The undersigned has the honor to represent that a certificate, No. 1, dated the 23rd instant, has been received from the Chief Engineer of the Canadian Pacific Railway showing that upon the Eastern Section of the railway, there has been completed and equipped, so far as to admit of the running of trains thereon, an extent of twenty miles of road west from Callander, of which certificate the following are the particulars.

Total value of work done and materials delivered up to the 23rd October, 1882, (20 miles west of Callander) at \$15,384.61 a mile; \$307,692.20.

That the said certificate further shows the Company to be entitled to receive their land subsidy for the twenty miles so completed, at the rate of 9,615.35 acres a mile, or a total of 192,307 acres, less one-fifth retained under the contract.

The undersigned recommends that authority be given for the payment of the amount covered by the present certificate namely, \$307,692.20.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED copy of a Report of a Committee of the Honorable the Privy Council approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 26th October, 1882.

On a Memorandum, dated the 25th October, 1882, from the Minister of Railways and Canals representing that a certificate, No. 1, dated the 23rd instant, has been received from the Chief Engineer of the Canadian Pacific Railway, showing that upon the Eastern Section of the railway there has been completed and equipped so far as to admit of the running of regular trains thereon, an extent of twenty miles of road, west from Callander.

The Minister submits the following particulars of the certificate.

"Total value of work done and materials delivered up to the 23rd October, 1882. (20 miles west of Callander) at \$15,384.61 a mile.—\$307,692.20."

The Minister states the said certificate further shows the Company to be entitled to receive their land subsidy for the twenty miles so completed at the rate of 9,615.35 acres a mile, or a total of 192,307 acres, less one-fifth retained under the contract.

The Minister recommends that authority be given for the payment of the amount covered by the present certificate, namely \$307,692.20.

The Committee submit the above recommendation for approval.

JOHN J. MCGEE.

on. Minister Railways and Canals.

OTTAWA, 26th October, 1882.

SIR,—I have the honor to inform you that an Order in Council was passed, based on a certificate of the Chief Engineer of the Canadian Pacific Railway, No. 1, of the Eastern Section, authorizing the payment to the Company of the sum of \$307,692.27 for twenty miles of road, west from Callander, being at the rate of \$15,384.61 a mile.

The Company are also, under the said certificate, entitled to their land subsidy for the said twenty miles at the rate of 9,615.35 acres per mile, or a total of 192,307 acres, less one-fifth retained by the contract.

I have to request that payment may be made to the Company of the money subsidy as authorized.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

J. L. McDougall, Esq., Auditor-General.

ADVANCE ON RAILS.

600 tons at \$50.....	\$30,000
75 per cent.....	22,500

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 23rd October, 1882.

SIR,—I have the honor to request that a further advance may be made on rails and fastenings imported into Manitoba since the date of the last advance, and will be obliged if you will give the matter early attention.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary*.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 25th October, 1882.

SIR,—The Canadian Pacific Railway Company having made application for an advance on steel rails, etc., which they now have in stock along the line of the Canadian Pacific Railway, including Mr. Dickey's Report, up the 14th inst., I have the honor to report:—

In addition to the 6,797 tons of steel rails and fastenings transferred under the contract and not yet paid for, and those on which an advance has already been made, the Company have now 600 tons additional in stock, on which they appear to be entitled to an advance under the contract, as follows:—

600 tons at \$50.....	\$30,000
75 per cent. of which.....	22,500

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

CANADIAN Pacific Railway Company—Advance on Rails.

Date.	Description.	Rails in Stock.		Rails in Track.		Advance.
		Tons.	Pounds.	Tons.	Pounds.	
1882.						\$
Feb. 23	Mr. Dickey's Report (at end of track).....	7,653	576			
do 23	On line <i>v</i> Stonewall to Junction.....	4,475				
do 23	Less handed over to Company, under the contract, and not yet paid for.....			6,797		
June 5	Mr. Dickey's Report.....	8,168	1,938			
do 9	Less subsidy on 40 miles west of Flat Creek...			4,000		
do 10	Mr. Dickey's Report.....	633	124			
do 10	Less subsidy on 3rd 20-mile section.....			2,000		
do 20	Mr. Dickey's Report.....	2,039	1,038			
July 8	do do.....	3,715	370			
do 15	do do.....	6,142	1,282			
do 15	do do.....	3,558	270			
do 15	Less subsidy on 4th 20-mile section.....			2,000		
do 21	Mr. Dickey's Report.....	6,502	1,416			
do 26	Less subsidy on 5th 20 mile section.....			2,000		
do 31	Mr. Dickey's Report.....	3,368	1,330			
do 31	Less subsidy on 6th 20-mile section.....			2,000		
Aug. 10	Mr. Dickey's Report.....	1,595	820			
do 10	Less subsidy on 7th and 8th 20-mile section...			4,000		
do 15	Mr. Dickey's Report.....	1,239	1,610			
do 22	Less subsidy on 9th 20-mile section.....			2,000		
do 24	Mr. Dickey's Report.....	1,686	170			
do 26	Less subsidy on 10th 20-mile section.....			2,000		
do 31	Mr. Dickey's Report.....	3,068	1,158			
Sept. 11	do do.....	2,532	510			
do 11	Less subsidy on 11th 20-mile section.....			2,000		
do 11	do do 12th do.....			2,000		
do 11	Less Laid on South-Western.....			802	288	
do 16	Mr. Dickey's Report.....	2,835	1,210			
do 16	Less laid on South-Western.....			1,020	1,760	
do 25	Mr. Dickey's Report.....	1,780	1,100			
do 25	Less laid on South-Western.....			519	1,360	
do 27	Less subsidy on 13th 20-mile section.....			2,000		
Oct. 2	Mr. Dickey's Report.....	480	2,220			
do 2	Less laid on South-Western.....			931	1,680	
do 2	do Stonewall and Portage la Prairie.....			636		
do 9	Less subsidy on 14th 20-mile section.....			2,000		
do 12	do do 15th do.....			2,000		
do 16	Mr. Dickey's Report.....	995	1,050			
do 16	Less laid on South-Western.....			1,033		
do 16	do Stonewall and Portage la Prairie.....			168	406	
do 17	Mr. Dickey's Report.....	1,103	630			
do 17	Less laid on South-Western.....			1,262	480	
do 17	Less subsidy on 16th 20-mile section.....			2,000		
do 24	Mr. Dickey's Report.....	1,503	1,740			
do 24	Less laid on South-Western.....			837	1,520	
LESS—Rails in track.....		65,078	492	46,008	768	
		46,008	768			
		19,069	1,874			
Advance—						
May 8	Tons.....					187,500
June 20	5,000.....					187,500
July 20	10,000.....					375,000
do 22	8,000.....					300,000
Aug. 1	1,400.....					52,500
do 15	1,350.....					50,625
Oct. 25	600.....					22,500
		31,350				
LESS—Deductions—						1,175,625
Estimate No. 5.....		2,000				
do No. 7.....		2,500				
do No. 8.....		2,000				
do No. 9.....		300				

CANADIAN Pacific Railway Company—Advance on Rails—Continued.

Date.	Description.	Rails in Stock.		Rails in Track.		Advance.
		Tons.	Pounds.	Tons.	Pounds.	
1882.						
	LESS—Deductions—					
	Estimate No. 13.....					
	do No. 14.....					
	do No. 15.....					
	12,300					
		19,050				461,250
	Balance.....	19	1,874			714,375

Memorandum.

OTTAWA, 26th October, 1882.

The undersigned has the honor to represent that application has been made by the Canadian Pacific Railway Company, under date the 23rd instant, for an advance on a further quantity of rails and fastenings imported into Manitoba, since the date of the last advance.

That a Report received from the Chief Engineer, dated the 25th instant, together with the statement accompanying the same shows that in addition to the 6,797 tons transferred under the contract and not yet paid for, and those on which an advance has already been made, the Company now have 600 tons in stock, upon which they appear to be entitled to an advance under the contract, as follows:—

600 tons at \$50.....	\$30,000
75 per cent. of which.....	22,500

That from the statement submitted by the Chief Engineer it appears that, inclusive of the 600 tons now in question, the Company will, to date, have received advances as follows:—

Upon 31,350 tons.....	\$1,175,625
Of which there have been laid in the track and deducted for 12,300 tons.....	461,250

Leaving in stock advanced upon but not yet laid 19,050 tons.....	\$714,375
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The undersigned recommends that authority be given for the advance now asked for, covered by the above statement, namely, \$22,500.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED Copy of a Report of a Committee of the Honorable the Privy Council approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 27th October, 1882.

On a Memorandum, dated 26th October, 1882, from the Minister of Railways and Canals, submitting an application dated 23rd October, instant, of the Canadian Pacific Railway Company for an advance of a further quantity of rails and fastenings imported into Manitoba since the date of the last advance.

The Minister states that the Chief Engineer, 25th instant, reported, together with the statement accompanying the same, that in addition to the 6,797 tons, trans-

erred under the contract and not yet paid for, and those on which an advance has already been made, the Company now have 600 tons in stock upon which they appear to be entitled to an advance, under the contract, as follows:—

600 tons at \$50	\$30,000
75 per cent of which is.....	22,500

That from the statement submitted by the Chief Engineer it appears that exclusive of the 600 tons now in question, the Company will to date have received advances as follows:—

Upon 31,350 tons.....	\$1,175,625 00
Of which there have been laid on the track and accounted for, 12,300	461,250 00

Leaving in stock advanced upon but not yet laid, 19,050.....	\$714,375 00
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The Minister recommends that authority be given for the advance now asked, covered by the above statement, namely, \$22,500.

The Committee submit the foregoing recommendation for Your Excellency's approval.

JOHN J. McGEE.

on. Minister Railways and Canals.

OTTAWA, 18th November, 1882.

SIR,—Departmental No. 29,942 having been submitted to me for report, I have the honor to make the following statement.

The return of rails should be in gross tons (2,240), whereas our Inspector's returns of the quantities delivered by the Canadian Pacific Railway Company along the line were taken from the Custom House return of rails passed St. Vincent.

The Inspector only recently discovered that the Custom returns were for short tons of 2,000 lbs. each, whereas they have been returned to this office under the supposition that they were the gross ton of 2,240 lbs. each.

Advances having been made to the Company from time to time on these rails in accordance with section 9, sub-section C of their contract, the above error has resulted in an over payment.

On the 13th instant I had the honor to transmit to the Department a statement of this over estimate, accompanying certificate No. 17, covering the subsidy earned to the 521st mile, west of Winnipeg.

The following is a copy of the statement there submitted:—

Total rails in stock by Mr. Dickey's corrected returns	60,405 tons.
Less rails in track.....	49,340 “
Rails on which the Company are entitled to an advance	11,165 “
Actual quantity on which the Company now have an advance	14,450 “
Over advance.....	3,385 “

Since the date of the above statement I have received our Inspector's certificate of a further quantity of rails which have passed St. Vincent for the use of the Canadian Pacific Railway. By latest returns the account stands as follows:—

Total rails in stock by Mr. Dickey's corrected returns	62,723 tons.
Less rails in track.....	49,340 "
Rails on which the Company are entitled to an advance	13,383 "
Actual quantity on which an advance has been made	14,450 "
Over estimated at date of last return, 14th November, 1882.....	1,067 "

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

CENTRAL SECTION.—*Subsidy.—Progress Estimate No. 16.*

Previous Estimate.....	481 miles.
Present "	20 "
Total..	501 "

Amount of certificate to date :—

Eastern Section.....	\$307,692 20
Central "	5,625,875 00
Total.....	\$5,934,567 20

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 31st October, 1882.

Description of works, cash subsidy. No. of Contract, C. P. R. Co.

Locality of works, west of Red River (Central Section.)

Name of Contractors, Canadian Pacific Railway Company.

Date of Contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning operations under this contract to the 30th October, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above also under letters Nos. 27,816 and 28,944.

Total value of work done and materials delivered to the 30th October, 1882:—

501 miles at \$10,000.....	\$5,010,000 00
Add advance on rails; total advance,	
30,750 at \$50; \$1,537,500 at 75	
per cent.....	\$1,153,125 00
Less covered by this estimate, 14,300	
at \$50; \$715,000 at 75 per cent..	536,250 00
	616,875 00
	\$5,626,875 00

Less deductions for plant, etc., taken

by the Company, as per Estimate

No. 1 (subject to correction).....\$1,042,519 29

Less amount, payment of which is

deferred by O.C. 23rd May, 1882. 500,000 00

\$542,519 29

Land subsidy for Central Section :—

501 miles at 12,500 acres per mile.....	6,262,500 acres.
Less one-fifth	1,252,500 “
	<hr/> 5,010,000 “

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *in charge of C. P. R. Head Office.*

Total amount now verified on this contract, \$5,626,875. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

I hereby certify that 501 miles of the Eastern Division, Central Section of the Canadian Pacific Railway, are so far completed as to admit of the running of trains thereon, together with such equipment thereof, as is required for the traffic thereon.

COLLINGWOOD SCHREIBER.

Memorandum :

OTTAWA, 31st October, 1882.

The undersigned has the honor to represent that, under date the 30th instant, a certificate (No. 16) of the Central Section of the Canadian Pacific Railway, has issued from the Chief Engineer, showing that on the Eastern Division of that section there has been completed and equipped so far as to admit of the running of trains thereon, a further extent of 20 miles of road, making a total on this Division of 501 miles.

The following are the particulars of the present certificate :—

Total value of work done and materials delivered up to the 30th October, 1882,

501 miles at \$10,000 a mile	\$5,010,000 00
Less advance on rails, total advance	
35,750 tons at \$50—\$1,537,503;	
75 per cent.....	\$1,153,125 00
Less covered by their estimate, 14,	
300 tons at \$50—\$715,000; \$75	
per cent.....	536,250 00
	<hr/> 616,875 00
	<hr/> \$5,626,875 00

Less deducted for plant, etc., taken
by the Company as per Estimate
No. 1 (subject to correction).....\$1,042,519 29

Less amount, payment of which is
deferred by O. C. dated 23rd
May, 1882. 500,000 00

542,519 29

\$5,084,355 71

Of this amount the books of the ac-
countant of the Department show
that there has been already paid 4,959,355 71

Leaving the balance now payable..... \$125,000 00

That including the present certificate the amount which will have been paid to the Company is as follows:—

On Eastern Section, 20 miles	\$307,692 20
On Central Section (Eastern Division) 501 miles....	5,084,355 71
	<u>\$5,392,047 91</u>

The present certificate further shows that the Company are entitled to receive their land subsidy for the said 20 miles at the rate of 12,500 acres a mile, or a total of 250,000 acres, less one-fifth, retained under the contract.

The undersigned recommends that authority be given for the payment to the Company of the aforesaid sum of \$125,000 on the present certificate.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED copy of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 3rd November, 1882.

On a Memorandum dated 31st October, 1882, from the Minister of Railways and Canals representing that under date the 30th instant, a certificate No. 16, has been received from the Chief Engineer of the Canadian Pacific Railway, showing that a further extent of twenty miles of track has been laid on the Eastern Division of the Central Section of the Canadian Pacific Railway, making a total of 501 miles of road on this division, completed and equipped so far as to admit of the running of regular trains thereon.

The Minister submits the following particulars of the present certificate:—

Total value of work done and materials delivered up to the 30th October, 1882.

501 miles at \$10,000.....	\$5,010,000 00
Add advance on rails; total advance	
30,750 tons at \$50, \$1,537,500 00:	
75 per cent.....	\$1,153,125 00
Less covered by this Estimate 14,300 tons	
at \$50, \$715,000.75 per cent.....	536,250 00
	<u>\$616,875 00</u>
	\$5,626,875 00

Less deducted for plant, etc., taken by the Company, as per Estimate No. 1 (subject to correction).....

Less amount payment of which is deferred by O. C. dated 23rd May, 1882.....

	500,000 00	
		<u>\$542,519 28</u>
		\$5,084,355 71

Of this amount the books of the Accountant of this Department, show that there has been already paid.....

Leaving the balance now payable.....

That including the present certificate the total amount which will have been paid to the Company is as follows:—

On Eastern Section, twenty miles.....	\$ 307,692 20
On Central Section (Eastern Division), 501 miles...	5,084,355 71
	<hr/>
	\$5,392,047 91

The Minister further represents that the present certificate shows that Company are entitled to receive their land subsidy for the said twenty miles, at the rate of 12,500 acres per mile or a total of 250,000 acres, less one-fifth retained under the contract.

The Minister recommends that authority be given for the payment to the Company of the said sum of \$125,000.

The Committee advise that the requisite authority be given.

JOHN J. MCGEE.

Hon. Minister Railways and Canals.

OTTAWA, 3rd November, 1882.

SIR,—I have the honor to inform you that an Order in Council has passed authorizing payment to the Canadian Pacific Railway Company of the sum of \$125,000 for a further extent of twenty miles of road on the Eastern Division of the Central Section, shown by certificate No. 16 of the Chief Engineer, to be so far completed and equipped as to admit of the running of trains thereon, making 501 miles of road on this division so completed.

I have to request that payment may be made to the Company accordingly.

Under the said certificate the Company are entitled to receive their land subsidy for the twenty miles of road now in question at the rate of 12,500 acres per mile or a total of 250,000 acres, less one fifth retained under the contract. The Department of the Interior have been notified of this fact.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

J. L. McDOUGALL, Esq., Auditor-General.

Central Section.—Subsidy.—Progress Estimate No. 17.

Previous Estimates.....	501 miles.
Present ".....	20 "
	<hr/>
Total.....	521 "

CANADIAN PACIFIC RAILWAY,

OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 13th November, 1882.

The total rails in stock by Mr. Dickey's corrected return.....	60,405 tons
Less rails in track.....	49,340 "
	<hr/>
Rails on which the Company are entitled to an advance	11,165 "
Actual quantity on which the Company now have an advance	14,450 "
	<hr/>
Over advance on	3,385 "

This over advance arose from the inspector taking the Custom House Returns as long tons, whereas they were made in tons of 2,000 lbs only.

COLLINGWOOD SCHREIBER, per *F.J.L.*

To the Secretary, Railways, and Canals.

Amount of certificate to date—Eastern Section.....	\$ 307,692 20
“ “ Central “	5,751,875 00
	<u>\$6,059,567 20</u>

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 11th November, 1882.

Description of work, cash subsidy. No. of contract, C.P.R. Co.

Locality of works, west of Red River (Central Section.)

Name of contractors, Canadian Pacific Railway Company.

Date of contract, 21st October, 1880.

Progress of work done and materials delivered from the beginning of operation under this contract to the 8th November, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above also under letters Nos. 27,816 and 28,944.

Total value of work done and materials delivered to the 8th November, 1882:

521 miles at \$10,000 per mile.....	\$5,210,000 00
Add advance on rails; total advance	
30,750 at \$50—\$1,537,500; 75	
per cent.....	\$1,153,125 00
Less covered by this estimate, 16,300	
at \$50—\$815,000; 75 per cent...	611,250 00
	<u>\$541,875 00</u>
	\$5,751,875 00

Less deductions for plant, etc., taken
by the Company, as per Estimate

No. 1 (subject to correction).... \$1,042,519 29

Less amount, payment of which is
deferred by O.C., 32rd May, 1882.

500,000 00

\$542,519 29

Memorandum, land subsidy for Central Section:

521 miles at \$12,500 acres per mile	6,512,500 acres.
Less one-fifth.....	1,302,500 “
	<u>5,210,000</u>

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C.P.R. Head Office.*

Total amount now certified on this contract, \$5,750,875. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

I hereby certify that 521 miles of Eastern Division of the Central Section of the Canadian Pacific Railway are so far completed as to admit of the running of trains thereon, together with such equipment thereof as is required for the traffic thereon.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

Memorandum.

Rolling stock in use by the Canadian Pacific Railway Company on the Eastern Division of the Central Section :

90 locomotives; 33 passenger cars; 332 box cars; 2,019 flat cars; 79 other cars.

Memorandum.

OTTAWA, 14th November, 1882.

The undersigned has the honor to represent that under date 11th instant, a certificate, No. 17, of the Central Section of the Canadian Pacific Railway, has issued from the Chief Engineer, showing that on the Eastern Division of that section there has been completed and equipped, so far as to admit of the running of trains thereon, a further extent of twenty miles of road, making a total on this division of 521 miles. The following are the particulars of the present certificate:—

Total value of work done and materials delivered up to the 8th November, 1882.

521 miles at \$10,000 per mile.....\$5,210,000 00

Add advance on rails, total advance

30,750 tons at \$50; \$1,537,500; 75

per cent..... \$1,153,125 00

Less covered by this Estimate 16,300

tons at \$50; \$815,000; 75 per cent 611,250 00

\$541,875 00

\$5,751,875 00

Less deducted for plant, etc taken by

Company as per estimate No. 1

(subject to correction.)..... \$1,042,519 29

Less amount, payment of which is deferred by O. C., dated 23rd May, 1882

500,000 00

542,519 29

\$5,209,355 71

Of this amount the books of the Account-

ant of the Department show that

there has been already paid..... 5,084,355 71

Leaving the balance now payable.....\$ 125,000 00

That inclusive of the sum covered by the present certificate, the total amount paid to the Company will be as follows:—

On the Eastern Section, 20 miles..... \$307,692 20

On the Central Section, (Eastern Divi-

sion), 521 miles..... 5,209,355 71

\$5,517,047 91

The present certificate further shows that the Company are entitled to receive their land subsidy for the said twenty miles, at the rate of 12,500 acres a mile or total of 250,000 acres, less one-fifth retained under the contract.

The undersigned recommends that authority be given for the payment to the Company of the aforesaid sum of \$125,000, covered by the present certificate.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 15th November, 1882.

On a Memorandum, dated 14th November, 1882, from the Minister of Railways and Canals, representing that a certificate, No. 17, dated 11th November instant, has been received from the Chief Engineer of the Canadian Pacific Railway, showing that upon the Eastern Division of the Central Section of the railway, there has been completed and equipped, so far as to admit of the running of regular trains thereon, further extent of 20 miles of road, making a total on this division of 521 miles.

The Minister submits the following particulars of the present certificate:—

Total value of work done and materials delivered up to the 8th November, 1882

521 miles at \$10,000 per mile..... \$5,210,000 00

Add advance on rails; total advance,

30,750 tons at \$50—\$1,537,500;

75 per cent.....\$1,153,125 00

Less covered by this Estimate, 16,300

tons at \$50—\$815,000; 75 p. c. 611,250 00

541,875 00

\$5,751,875 00

Less deducted for plant, etc., taken

by the Company as per Estimate

No. 1 (subject to correction)...\$1,042,519 29

Less amount, payment of which is

deferred by O. C. dated 23rd

May, 1882..... 500,000 00

542,519 29

\$5,209,355 71

Of this amount the books of the Accountant of the

Department show that there has been already

paid..... 5,084,355 71

Leaving the balance now payable..... \$125,000 00

The Minister states that the present certificate further shows that the Company are entitled to receive their land subsidy for the said twenty miles at the rate of 12,500 acres a mile, or a total of 250,000 acres, less one-fifth retained under the contract.

The Minister recommends that authority be given for the payment to the Company of the aforesaid balance covered by the present certificate, namely, \$125,000.

The Committee advise that payment be made accordingly.

JOHN J. MCGEE.

Hon. Minister Railways and Canals.

OTTAWA, 15th November, 1882.

SIR,—I have the honor to inform you that an Order in Council has passed, based on a certificate, No. 17, from the Chief Engineer of the Canadian Pacific Railway, showing that a further extent of 20 miles of road on the Central Section (Eastern division) has been completed and equipped so far as to admit of the running of trains thereon, making a total of 521 miles so completed on this division; and that the Company are entitled to receive for the said 20 miles, the sum of \$125,000.00. Payment of this sum is authorized by the order referred to, and I have to request that the amount may be paid accordingly.

The certificate of the Chief Engineer further shows that the Company are entitled to receive their land subsidy for the same 20 miles at the rate of 12,500 acres a mile, or a total of 250,000 acres, less one-fifth retained under the contract.

I have the honor to be, sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

L. McDougall, Esq., Auditor-General.

ADVANCE ON RAILS.—5,000 Tons stored at Hochelaga.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 10th November, 1882.

MY DEAR SIR,—We have 5,000 tons of rails stacked at Hochelaga, intended for construction west of Mattawa.

We shall not use them until the spring, and intend to leave them where they are. It would be convenient if we could have an advance on these as soon as possible. They cost us where they lie \$30 per gross ton.

Will you kindly arrange for an engineer to certify for them.

Yours truly,

C. DRINKWATER, *Secretary.*

COLLINGWOOD SCHREIBER, Esq., Railways and Canals.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 11th November, 1882.

SIR,—The Secretary of the Canadian Pacific Railway Company, by letter dated the 10th inst hereto attached, has made application for an advance on 5,000 tons of rails delivered in Montreal.

As this delivery does not appear to conform to sub-section C of section 9 of the act of incorporation, I have taken no action.

The sub-section referred to is as follows:—

“If at any time the Company shall cause to be delivered on or near the line of the said railway, at a place satisfactory to the Government, steel rails and fastenings to be used in the construction of the railway * * * * * shall, upon such terms and conditions as shall be determined by the Government, advance thereon three-fourths of the value thereof at the place of delivery.”

I am, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Chief Engineer.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

CANADIAN PACIFIC RAILWAY COMPANY.

OFFICE OF THE SECRETARY, MONTREAL, 22nd November, 1882.

MY DEAR SIR,—On my return I discussed with Mr. Abbott the objection raised to advancing on Canadian Pacific Railway rails stored at Hochelaga. Mr. Abbott seems to think that it is entirely within the power of the Government to make an advance of these rails, and in support of his view I enclose a memorandum which he has prepared on this subject.

I should be very much obliged if you would submit this to Sir Charles. I hope he will take Mr. Abbott's view of it, and that you may be placed in a position to give us the required advance with as little delay as possible.

Yours faithfully,
C. DRINKWATER.

COLLINGWOOD SCHREIBER, Esq., Railways and Canals.

MEMO. FOR C. DRINKWATER, ESQ.

In the matter of advance on rails at Hochelaga.

MONTREAL, 22nd November, 1882.

The conditions of the contract, clause 9 of sub-section C, is that the Company may obtain advances upon steel rails and fastenings to be used in the construction of the railway, which has been delivered on or near the line of the railway.

I understand that steel rails and fastenings, intended for the construction of the Eastern Section, west of Callander, have been received at Hochelaga, and deposited near the railway there, and that the advance is desired upon those rails and fastenings.

I also learn that there has been some discussion as to whether these rails and fastenings are at a place which would justify an advance by the Government.

The question does not appear to me to present any difficulty.

The place where the rails are deposited is strictly within the terms of sub-section C, viz.:—"On or near the line of the said railway"—that is to say, the Canadian Pacific Railway.

The line at Hochelaga is a part of the Canadian Pacific Railway, inasmuch as it has been acquired under the powers granted by the 25th section of the Act. The 25th section provides that as an extension of the railway authorized to be constructed the Company may purchase, or acquire, and hold, and operate a line or lines of railway from the city of Ottawa to any point of navigable water on the Atlantic seaboard, or to any intermediate point.

This acquisition therefore constitutes an extension of the main line of railway to Montreal, which is an intermediate point between Ottawa and the Atlantic seaboard.

The 15th section provides that any extension of the main line of railway, to be hereafter be constructed or acquired by the Company; together with the main line, and branch lines described in the previous part of the section, shall constitute the line of railway hereinafter called the Canadian Pacific Railway.

The line at Hochelaga therefore is as much the Canadian Pacific Railway as any part of the original main line, and the rails and fastenings deposited at Hochelaga are in the same position with regard to the construction beyond Callander, as rails and fastenings deposited at Winnipeg or Brandon are with regard to construction beyond Moose Jaw Creek, except that Hochelaga constitutes a base of operations nearer the point at which those materials would be required, than Winnipeg or Brandon would do with regard to the work of construction in the extreme West.

The only point in the matter is, that the delivery must be made at a place satisfactory to the Government. I presume there can be no difficulty on this point, as Hochelaga is a place at which supervision by the Government (if it were needed) is more easily enforced there, than in the far West. The lien of the Government

be quite as effectually established and more easily enforced there than in the West. And it is at least as convenient for the progress of construction as any point that has yet been selected for the delivery of rails and fastenings in the Northwest.

J. H. ABBOTT.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 27th November, 1882.

SIR,—The Secretary of the Canadian Pacific Railway Company, under date 22nd November, having made application for an advance on rails in stock at the Hochelaga Station of the Canadian Pacific Railway, and said by Mr. Drinkwater to be for use in the Eastern Section, I have the honor to report:

By a return from Mr. Ridout, the Engineer in charge of the Eastern Section, dated this day, I find there are 4,078 tons of rails now stored at the above named point, which at a value of say \$28 per ton, would amount to \$114,184; 75 per cent. of which is \$85,638.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Chief Engineer.*

P. BRADLEY, Esq., Sec. Railways and Canals.

OTTAWA, 30th November, 1882.

SIR,—The Minister having had under consideration a letter from the Secretary of the Canadian Pacific Railway Company to Mr. Schreiber, the Chief Engineer of Government railways, dated 22nd instant, covering a memorandum from Mr. Abbott, the matter of the application for advances on rails at Hochelaga; directs me to say that, in his opinion, that part of the Quebec, Montreal, Ottawa & Occidental Railway from Ottawa to Hochelaga purchased by the Canadian Pacific Railway Company, from the Quebec Government, is now part of the Canadian Pacific Railway.

At the same time the Minister inclines to the opinion that the word "Railway" used in the contract between this Government and the Canadian Pacific Railway Company, section 9, clause C, has a more limited meaning, and refers to the railway defined in section 1 of the contract, and in the 1st section of 37 Vic., Chap. 14, and as there is some doubt as to the true construction of section, and as the advances asked for do not exceed three-fourths of the value of the rails, the Minister sees no objection to their being made. Care being exercised that a good title to the rails be made Her Majesty. Papers returned.

I have the honor to be, Sir, your obedient servant,

GEO. W. BURBIDGE, *D. M. J.*

P. BRADLEY, Esq., Secretary Railways and Canals.

Memorandum:

OTTAWA, 1st December, 1882.

The undersigned has the honor to represent that application having been made by the Canadian Pacific Railway Company for an advance upon a quantity of rails in stock at Hochelaga, not to be used until the spring, and there being some doubt as to how far the locality named could be considered as a place for delivery within the intent of the 9th section of the Act of incorporation, sub-section C, under which such advances are made, the matter has been referred to the Honorable Minister of Justice for opinion upon the point.

That such opinion has been received, under date the 30th ultimo, the view taken being that the portion of the Quebec, Montreal, Ottawa & Occidental Railway, from

Ottawa to Hochelaga, purchased by the Company from the Quebec Government, now part of the Canadian Pacific Railway; and that though he inclines to the opinion that the sub-section in question refers to the railway as defined by the 1st Section of the Act 1881, of the contract, yet there being some doubt as to the true construction of the section, the advance asked for may be made, provided that a good title to the rails be given to Her Majesty.

That by a Report of the 27th ultimo, the Chief Engineer gives the quantity of rails in stock at the Hochelaga station of the railway, and stated by the Secretary of the Company to be intended for use on the Eastern Section, as 4,073 tons, amounting at \$28 a ton, to the sum of \$114,184; 75 per cent. of which, the advance asked for is \$85,638.

The undersigned recommends that authority be given for making the advance of the sum named, \$85,638.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED Copy of a Report of a Committee of the Honorable the Privy Council approved by His Honor the Deputy of His Excellency the Governor-General in Council, on the 2nd December, 1882.

On a Memorandum, dated the 1st December, 1882, from the Minister of Railways and Canals, submitting an application dated 10th November, ultimo, from the Canadian Pacific Railway Company, for an advance upon a quantity of rails in stock at Hochelaga, not to be used until the spring.

The Minister represents that, there being some doubt as to how far the local named could be considered as a place for delivery within the intent of the 1st section of the Act of incorporation, sub-section C, under which such advances are made, the matter was referred for the opinion of the Minister of Justice, who, under date 30th November, ultimo, stated that the view taken that the portion of the Quebec, Montreal, Ottawa, and Occidental Railway from Ottawa to Hochelaga, purchased by the Company from the Quebec Government, is now part of the Canadian Pacific Railway, and that though he inclines to the opinion that the sub-section in question refers to the Railway as defined by the 1st section of the Act of Incorporation, subsection C, under which such advances are made, the matter was referred for the opinion of the Minister of Justice, who, under date the 30th November ultimo, stated that the view taken that the portion of the Quebec, Montreal, Ottawa, and Occidental Railway, from Ottawa to Hochelaga, purchased by the Company from the Quebec Government, is now part of the Canadian Pacific Railway, and that though he inclines to the opinion that the sub-section in question refers to the Railway as defined by the 1st section of the Act, and 1st of the contract, yet, there being some doubt as to the true construction of the section, the advance asked for may be made, provided that a good title to the rails be given to Her Majesty.

The Minister states that by a report made on the 27th ultimo, the Chief Engineer gives the quantity of rails in stock at the Hochelaga Station of the Railway, and stated by the Secretary of the Company to be intended for use on the Eastern Section, as 4,078 tons, amounting, at \$28.00 a ton, to the sum of \$114,184, 75 per cent. of which, the advance asked for, \$85,638, and accordingly, recommends that authority be given for making the advance of the sum named, eighty-five thousand six hundred and thirty-eight dollars (\$85,638), subject to the conditions specified by the Minister of Justice.

The Committee submit the above recommendation for Your Excellency's approval.

JOHN J. MCGEE.

Hon. Minister Railways and Canals.

OTTAWA, 5th December, 1882.

SIR,—I have the honor to enclose herewith a copy of the Order in Council dated the 2nd. instant, authorizing an advance to the extent of \$85,638 to the Canadian Pacific Railway Company upon certain steel rails, etc., now stowed at Hochelaga; measures being taken to secure the interests of the Crown in such rails.

I have to request that you will be pleased to cause a proper bond to be prepared this end.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

GEORGE W. BURBIDGE, Esq., Deputy Minister of Justice.

Re-ADVANCE TO CANADIAN PACIFIC RAILWAY, UPON STEEL RAILS.

OTTAWA, 13th December, 1882.

SIR,—I have the honor to enclose the necessary document to secure the Government in the above matter for execution by the Honorable the Minister of Railways and Canals; the document to be executed in duplicate in the presence of two witnesses; sealed with the Departmental seal and countersigned in the usual manner.

It would be more regular if the deeds were executed by the Company, in the first instance, but as both the Vice-Presidents of the Company were absent from Montreal, it was thought that it would expedite matters if they were executed on behalf of the Government in the first instance.

I have to request also that you will be pleased to name some person at Montreal to take delivery of the rails for the Government as that is necessary to complete the transfer.

I have honor to be, Sir, your obedient servant,

A. POWER, *for D. M. J.*

Secretary Railways and Canals.

Re-ADVANCE TO CANADIAN PACIFIC RAILWAY COMPANY, ON STEEL RAILS AT HOCHELAGA.

OTTAWA, 13th December, 1882.

SIR,—In reply to your letter of this date, I have now the honor to return the document therein enclosed; duly executed by the Minister and countersigned in the presence of two witnesses.

I am also to inform you that the Minister has appointed Mr. G. W. Robinson, Agent of the Intercolonial Railway at Montreal to take delivery of the rails.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

Deputy Minister of Justice.

THIS AGREEMENT made between Her Majesty the Queen, represented and acting for and on behalf of the Dominion of Canada, by the Hon. Sir Charles Tupper, Minister of Railways and Canals of the Dominion, hereinafter called the Government; and the Canadian Pacific Railway Company, hereinafter called the Company, a body corporate and politic, represented by Duncan McIntyre the Vice-president, and Charles Drinkwater the Secretary thereof.

WITNESSES:

That under the terms of the existing contract between the Government and the Company for the construction of the Canadian Pacific Railway and under the Statute

in such case made and provided, the Government has advanced to the Company the sum of eighty-five thousand, six hundred and thirty-eight dollars, upon four thousand and seventy-eight tons of steel rails, amounting, at twenty-eight dollars per ton, to the sum of one hundred and fourteen thousand one hundred and eighty-four dollars, the said advance being seventy-five per cent. of the said amount; the said rails being now deposited near the line of the said Canadian Pacific Railway, in the Parish of Hochelaga, in the County of Hochelaga, in the Province of Quebec, and being intended to be used in the construction of the said railway, the receipt of which advance the said Company hereby acknowledge.

Whereof and in consideration of the said advance and as security therefor, the Company hereby assign, transfer, and convey to the Government, accepting hereas aforesaid, the said quantity of four thousand and seventy-eight tons of steel rails now lying in the yard of the said Company in the said parish of Hochelaga; and undertake and agree to deliver the same forthwith to whomsoever the Government shall appoint to receive possession of the same.

And it is hereby covenanted and agreed by the Company that they will not encumber the said steel rails for any purpose or in any manner or way whatever, and will not remove the same from the said yard, except for the purpose of the construction of the Canadian Pacific Railway, west of Callander, upon the portion thereof known as the Eastern Section thereof. And the Government hereby authorizes the Company to take such portion of the said rails as shall be required for the said purpose, upon the condition (to which the Company hereby agree), that the Government shall deduct from the subsidy to be paid to the Company by the Government under the said contract, upon the settlement for each section of twenty miles of said railway, a proportion of such subsidy corresponding to the proportion of such rails which has been used in the construction of such section.

In witness whereof the parties hereto have executed these presents at the time and places set opposite their names respectively,

Signed by the said Sir Charles Tupper, at the City of Ottawa, in the Province of Ontario, on this thirteenth day of December, A. D., 1882, in the presence of,

H. A. FISSAULT.
D. A. McMILLAN.

CHARLES TUPPER,
Minister of Railways and Canals

A. P. BRADLEY,
Secretary.

Signed by the said Duncan McIntyre, and Charles Drinkwater, at the City of Montreal, in the Province of Quebec, this sixteenth day of December, A. D., 1882, in the presence of,

HENRY CUTT.

D. MCINTYRE,
Vice-President.

C. DRINKWATER,
Secretary.

OTTAWA, 19th December, 1882.

SIR,—I have to inform you that a certificate has issued in favor of your Company to the extent of \$85,638 being an advance upon steel rails stored at Hochelaga, secured to the Government under special bond as follows:—

4,078 tons at \$28 00.....	\$114,184 00
75 per cent. of which.....	85,638 00

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Esq., *Secy., C. P. R. Co.*

Re ADVANCE TO C. P. RAILWAY COMPANY ON STEEL RAILS.

SIR,—I have the honor to herewith enclose copy of a Report this day received by me from Mr. G. W. Robinson, who was appointed by the Honorable the Minister of Railways and Canals, to take delivery of the steel rails in this matter.

I have the honor to be, Sir, your obedient servant,

A. POWER, *For D. M. J.*

P. BRADLEY, Esq., *Secretary Railways and Canals.*

INTERCOLONIAL RAILWAY,

MONTREAL, 2nd January, 1883.

DEAR SIR,—I beg to acquaint you that acting upon an intimation received on the 30th ultimo, from Mr. H. Abbott, jr., I have taken delivery from the Canadian Pacific Railway of a further quantity of 359 tons steel rails.

This is the balance of the entire stock now yarded at Hochelaga Station; the previous lot on which an advance was made amounted, as you are probably are aware to 4,078 tons.

I hold a statement showing the total quantity ex several vessels and corresponding bills of lading.

Yours truly,

G. W. ROBINSON, *Eastern F. and P. Agent.*

A. POWER, Esq., Department of Justice.

23rd January, 1883.

SIR,—Departmental No. 30,397 on the subject of an advance on rails delivered by the Canadian Pacific Railway Company at Hochelaga, having been referred to me I have the honor to report.

By a return from Mr. Ridout the Engineer in charge of the Eastern Section, dated the 20th instant, I find there are rails stored by the Company at Hochelaga as follows:—

	Tons.
Rails delivered.....	4,312
Rails on which the advance has been made.....	4,078
Balance.....	234
Which at \$28 per ton gives \$6,552; 75 per cent.....	\$4,914

I may add that Mr. Ridout states that the Company claim there are 4,437 tons of rails at Hochelaga, and deliver carters' receipts in proof thereof. Owing to the great depth of snow Mr. Ridout says he was unable to recount a number of piles, and is difficult to obtain the exact quantity, he has however, satisfied himself that the quantity returned is there.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER.

P. BRADLEY, Esq., Secretary Railways and Canals.

Advance on Rails.

4,170 tons at \$30.....	\$125,100 00
75 per cent.....	93,825 00

MONTREAL, 16th November, 1882.

MY DEAR SIR,—I find that we cannot possibly spare the cars or the power to move the 5,000 tons rails from Montreal to Mattawa for some weeks yet. They will probably not be there until the end of December. I am sorry we cannot get an advance on them where they are, but, as I understand from Sir Charles, that this could not be done, we must get what we can on those already at Mattawa.

Would you kindly get a certificate from Mr. Ridout of these, I think that you will find that he has full particulars.

Yours truly,

C. DRINKWATER, *Secretary.*

COLLINGWOOD SCHREIBER, Esq., Railways and Canals.

OTTAWA, 20th November, 1882.

SIR,—The Secretary of the Canadian Pacific Railway Company under date 16th November, 1882, having made application for an advance on rails which they now have in stock along the line of the Canadian Pacific Railway for use of the Eastern Section, I have the honor to report.

By a return from Mr. Ridout, the Engineer in charge of the Eastern Section dated the 18th inst., I find that after deducting for the rails in track on the first twenty miles, section west of Callander, the Company now have in stock 4,170 tons, on which they appear to be entitled to a advance under the contract as follows:—

4,170 tons at \$30.....	\$125,100 00
75 per cent. of which.....	93,825 00

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Chief Engineer.*CANADIAN PACIFIC RAILWAY COMPANY, ADVANCE ON RAILS.—*Eastern Section.*

	Tons.
Total rails delivered	6,170
Rails in track	2,000
Rails on which the Company are entitled to an advance under Section 9, Sub-section C, of their contract	4,170

ADVANCE ON RAILS.

	Tons.
Total rails delivered	62,723
Rails in track	51,340
Rails on which the Company are entitled to an advance under Section 9, Sub-section C, of their contract	11,383

Memorandum.

OTTAWA, 21st November, 1882.

The undersigned has the honor to represent that upon an application received from the Canadian Pacific Railway Company dated the 16th inst., for an advance on rails, etc., now in stock along the line for use on the Eastern Section, the Chief

Engineer has reported under date the 20th inst., to the effect that, after making deduction for the rails laid in track on the first twenty miles section west of Callander, the Company have now in stock 4,170 tons, on which they appear to be entitled to an advance under the contract as follows:—

4,170 tons at \$30—\$125,100; of which 75 per cent, the extent of advance admissible is \$93,825.

The undersigned recommends that authority be given for making the advance specified.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED copy of a Report of a Committee of the Honorable the Privy Council approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 2nd December, 1882.

On a Memorandum, dated 21st November, 1882, from the Minister of Railways and Canals submitting an application dated the 16th of November, 1882, from the Canadian Pacific Railway Company for the advance of rails, etc., now in stock along their line for use on the Eastern Section.

The Minister represents that the Chief Engineer reported 20th November, inst., to the effect that after making deductions for rails laid in track on the first twenty miles section west of Callander, the Company have now in stock 4,170 tons on which they appear to be entitled to an advance under the contract as follows:—

4,170 tons at \$30, \$125,100, of which seventy-five per cent, the extent of the advance admissible is \$93,825.

The Minister recommends that authority be given for making the advance as specified.

The Committee submit the above recommendation for your Excellency's approval.

JOHN J. MCGEE

Hon. Minister of Railways and Canals.

OTTAWA, 27th November, 1882.

SIR,—I have not yet received the application to credit the advance to the Syndicate and debit the subsidy with the amount which the Syndicate is entitled to on rails laid down along the line of the railway.

I understand that two certificates for the sums in the neighborhood of \$90,000 and \$150,000 respectively have been issued.

I have the honor to be, Sir, your obedient servant,

J. L. McDUGALL, *Auditor-General.*

T. TRUDEAU, Esq., Deputy Minister Railways and Canals.

OTTAWA, 12th December, 1882.

SIR,—I have to inform you that certificates have issued in favor of the Canadian Pacific Railway, covering advances on rails as follows:—

November 28th.—\$22,500 being 75 per cent. of the value of 600 tons at \$50 delivered in Manitoba.

December 5th.—\$93,825 being 75 per cent. of the value of 4,170 tons at \$30 a ton delivered at Mattawa.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Esq., Sec. C. P. R. Co., Montreal.

CENTRAL SECTION SUBSIDY.—*Prog. Est. No. 18.*

Previous Estimates.....	521 miles
Present ".....	20 "
Total.....	541 "

Amount of certificate to date:—

Eastern Section.....	\$ 307,692 20
Central ".....	5,876,875 00
	<u>\$6,184,567 20</u>

CANADIAN PACIFIC RAILWAY,

OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 20th November, 1882.

Description of works, cash subsidy. No. of Contract, C.P.R. Co.

Locality of works, west of Red River (Central Section.)

Name of Contractors, Canadian Pacific Railway Company.

Date of Contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract, to the 15th November, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters Nos. 27,816 and 28,944.

Total value of work done and materials delivered to the 15th November, 1882:—

541 miles, at \$10,000 per mile.....	\$5,410,000 00
Add advance on rails; total advance	
30,750 tons at \$50—\$1,537,500;	
75 per cent.....	\$ 1,153,125 00
Less covered by this estimate, 18,300,	
at \$50—\$915,000 00; 75 per cent.	686,250 00
	<u>466,875 00</u>
	<u>\$5,876,875 00</u>

Less deductions for plant, etc., taken
by the Company as per Estimate

No. 1 (subject to correction)..... \$1,042,519 29

Less amount, payment of which is

deferred by O.C. 23rd May, 1882 500,000 00

\$542,519 29

Memorandum, land subsidy for Central Section:—

541 miles, at 12,500 acres per mile.....	6,762,500 acres
Less one-fifth.....	1,352,500 "
	<u>5,410,000 "</u>

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *in Charge of C.P.R. Head Office.*

Total amount now certified on this contract, \$5,876,875. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

I hereby certify that 541 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway are so far completed, as to admit of the running of trains thereon, together with such equipment thereof as is required by the traffic thereon.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

Memorandum.

Rolling stock in use by the Canadian Pacific Railway Company, on Eastern Division of the Central Section:—94 locomotives, 37 passenger, baggage and postal cars, 364 box cars, 2,071 flat cars, 79 other cars.

OTTAWA, 20th November, 1882.

CENTRAL SECTION.—*Progress of Estimate No. 18; up to 15th November, 1882.*

541 miles at \$10,000.....	\$5,410,000 00
Add advance on rails; 30,750 tons..	\$1,153,125 00
Less this estimate, 18,300 tons.....	686,250 00
	<hr/> 466,875 00
	<hr/> \$5,876,875 00
Less deduction as per Estimate No. 1.	\$1,042,519 29
Less amount, postponed by O. C., 23rd	
May, 1882.....	500,000 00
	<hr/> \$542,519 29

Land subsidy:—

541 miles, at 12,500 acres per mile.....	6,762,500 00 acres.
Less one-fifth.....	1,352,500 00 “
	<hr/> 5,410,000 00 “

OTTAWA, 21st November, 1882.

Memorandum.

The undersigned has the honor to represent that, under date the 20th instant, a certificate, No. 18, of the Central Section of the Canadian Pacific Railway, has issued from the Chief Engineer, showing that on the Eastern Division of that Section there has been completed and equipped so far as to admit of the running of trains thereon, a further extent of twenty miles of road, making a total on this division of 541 miles.

The following are the particulars of the present certificate.

Total value of work done and materials delivered up to the 15th November, 1882:

541 miles at \$10,000 per mile.....	\$5,410 000 00
Add advance on rails; total advance	
30,750 tons at \$50—\$1,537,500:	
75 per cent. - - -	\$1,153,125 00
Less covered by this estimate 18,300	
tons, at \$50—\$915,000; 75 per	
cent. - - -	686,250 00
	<hr/> 466,875 00
	<hr/> \$5,876,875 00

Less deduction for plant, etc., taken by the Company as per Estimate No. 1 (subject to correction.....)	\$1,042,519 29	
Less amount, payment of which is deferred by O. C., dated 23rd May, 1882 - - -	500,000 00	
		542,519 29
		<u>\$5,334,355 71</u>

Of this amount the books of the Accountant of the
Department show that there has been already
paid, - - - - - 5,209,355 71

Leaving the balance now payable, - - - - - \$125,000 00

That, inclusive of the sum covered by the present certificate, the total amount
paid to the Company will be as follows:—

On the Eastern Section, twenty miles, - - -	\$ 307,692 20
On the Central Section (Eastern Division), 541 miles. - - -	5,334,355 71
Total - - - - -	<u>\$5,642,047 91</u>

The present certificate further shows the Company to be entitled to receive their
land subsidy for the said twenty miles, at the rate of 12,500 acres a mile, or a total
of 250,000 acres, less one-fifth retained under their contract.

The undersigned recommends that authority be given for the payment to the
Company of the aforesaid sum of \$125,000.

Respectfully submitted,

CHARLES TUPPER, *Min. Rys. and Canals.*

*CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved
by His Honor the Deputy of His Excellency the Governor-General in Council, on
the 22nd November, 1882.*

On a Memorandum, dated 21st November, 1882, from the Minister of Railways
and Canals, representing that a certificate, No. 18, dated the 20th November instant,
has been received from the Chief Engineer of the Canadian Pacific Railway, showing
that upon the Eastern Division of the Central Section of the railway there has been
completed and equipped, so far as to admit of the running of regular trains thereon,
a further extent of twenty miles of road, making a total on this division of 541 miles.

The Minister submits the following particulars of the present certificate:—

Total value of work done and materials delivered to the 15th November, 1882.

541 miles at \$10,000 - - -	\$5,410,000 00
Add advance on rails; total advance, 30,750 tons at \$50—	\$1,537,500;
75 per cent. - - -	\$1,153,125 00
Less covered by this estimate, 18,300 tons at \$50—\$91,500; 75 p. c....	686,250 00
	<u>466,875 00</u>
	<u>\$5,876,875 00</u>

Less deduction for plant, etc., taken by the Company as per Estimate No. 1 (subject to correction)....	\$1,042,519 29
Less amount, payment of which is deferred by O. C., dated 23rd May, 1882	500,000 00
	<u>542,519 29</u>
	\$5,334,355 71
Of this amount the books of the Accountant of the Department show that there has been already paid	5,209,355 71
	<u>\$125,000 00</u>
Leaving the balance now payable	

That inclusive of the sum covered by the present certificate, the total amount paid to the Company will be as follows:—

On the Eastern Section, twenty miles	\$ 307,692 20
On the Central Section, Eastern Division, 541 miles.	5,334,355 71
Total	<u>\$5,642,047 91</u>

The Minister states that the present certificate further shows that the Company are entitled to receive their land subsidy for the said twenty miles at the rate of 12,500 acres a mile or a total of 250,000 acres, less one-fifth retained under the contract.

The Minister recommends that authority be given for the payment to the Company of the aforesaid balance, namely, \$125,000.

The Committee advise that payment be made accordingly.

Hon. Minister, Railways and Canals.

JOHN J. MCGEE.

OTTAWA, 22nd November, 1882.

SIR,—I have the honor to inform you that an Order in Council has passed based on a certificate No. 18, from the Chief Engineer of the Canadian Pacific Railway, showing that a further extent of 20 miles of road on the Central Section (Eastern Division) has been completed and equipped so far as to admit of the running of trains thereon, making a total of 541 miles so completed on this division, and that the Company are entitled to receive for the said 20 miles the sum of \$125,000, payment of this sum is authorized by the Order referred to, and I have to report that the amount may be paid accordingly.

The certificate of the Chief Engineer further shows that the Company, are entitled to receive their land subsidy for the said 20 miles at the rate of 12,500 acres a mile, or a total of 250,000 acres, less one-fifth retained under the contract.

I have the honor to be, Sir, your obedient servant,

J. L. McDUGALL, Esq., Auditor-General.

A. P. BRADLEY, *Secretary*.

No. 33.—RELATIVE TO RE-PAYMENT BY C. P. R. CO. OF ADVANCE OF \$500,000 FROM DEDUCTION.

OTTAWA, 2nd February, 1883.

SIR,—I am instructed to ask that the Department be informed whether the \$500,000 referred to in an Order in Council, dated the 23rd May last, has been repaid

by the Canadian Pacific Railway Company, and if so, the manner of such re-payment.

The Auditor-General.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

OTTAWA, 3rd February, 1883.

SIR,—In reply to your letter of the 2nd instant, I append statement of advance made to the Pacific Railway Company by authority of the Order in Council 23rd May, 1882, and of its repayment.

May 25, 1882.—Advance	\$500,000 00	
Dec. 19.—208 days interest at 4 per cent.	11,397 25	
		<u>\$511,397 25</u>
Nov. 28.—By advance on rails, &c.....	\$22,500 00	
By 21 days interest to 9th Dec.	51 78	
Dec. 6.—By Advance on rails	93,825 00	
By 13 days interest on do	133 67	
Dec. 11.—By deduction from land subsidy	183,675 00	
By 8 days interest land do	161 03	
Dec. 18.—By advance on rails, &c.....	127,500 00	
By 1 day's interest on do	13 97	
Dec. 19.—By advance on rails (part).....	83,536 80	
		<u>511,397 25</u>

I have the honor to be, Sir, your obedient servant,
J. PATTERSON, *Assistant Auditor.*

CENTRAL SECTION SUBSIDY.—*Progress Estimate No. 19.*

Previous Estimates.....	541 miles
Present “	20 “
Total.....	561 “

CANADIAN PACIFIC RAILWAY,

OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 6th December, 1882.

Description of works, cash subsidy. No. of contract, C.P.R. Co.

Locality of work west, of Red River (Central Section.)

Name of Contractors, Canadian Pacific Railway Company.

Date of Contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operation under this contract to the 3rd December, 1882.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters Nos. 27,816 and 28,944.

Total value of work done and materials delivered to the 3rd December, 1882:—

561 miles at \$10,000.....	\$5,610,000 00
Add advance on rails. Total advance,	
31,350 tons at \$50 ; 1,567,500 tons ;	
75 per cent.....	\$1,175,625 00
Less covered by this estimate, 20,300	
tons at \$50 ; \$1,015,000 ; 75 per ct..	761,250 00
	<u>414,375 00</u>
	<u>\$6,042,375 00</u>

Less deduction for plant, etc., taken by the Company, as per Estimate No. 1 (subject to correction).....	\$1,042,519 29
Less amount, payment of which is deferred by O. C., 23rd May, 1882....	500,000 00
	<hr/> \$542,519 29

Memorandum, land subsidy for Central Section:—

561 miles at 12,500 acres per mile.....	7,012,500 acres.
Less one-fifth.....	1,402,500 "
	<hr/> 5,610,000

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C.P.R. Head Office.*

Total amount now certified (the Central Section) on this contract, \$6,042,375. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

I hereby certify that 561 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway is so far completed as to admit of the running of trains thereon, together with such equipment thereof as is required for the traffic thereon.

COLLINGWOOD SCHREIBER.

Memorandum.

OTTAWA, 7th December, 1882.

The undersigned has the honor to represent that, under date the 6th instant a certificate, No. 19, of the Central Section of the Canadian Pacific Railway, has issued from the Chief Engineer, showing that on the Eastern Division of that section there has been completed and equipped, so far as to admit of the running of trains thereon, a further extent of 20 miles of road, making a total, on this division, of 561 miles. The following are the particulars of the present certificate:—

Total value of work done and materials delivered up to the 3rd December, 1882:

561 miles at \$10,000.....	\$5,610,000 00
Add advance on rails; total advance 31,350 tons at \$50, \$1,567,500; 75 per cent.....	\$1,175,625 00
Less covered by this estimate; 20,300 tons \$50, \$1,015,000; 75 per cent.....	761,250 00
	<hr/> 414,375 00
	<hr/> \$6,024,375 00

Less deductions for plant, etc., taken by the Company as per Estimate No. 1 (subject to correction).....	\$1,042,519 29	
Less amount, payment of which is deferred by O. in C., dated 23rd May, 1882.....	500,000 00	542,519 29
		<hr/>
		\$5,481,855 71
Of this payment the books of the Accountant of the Department show that there has been already paid		5,356,855 71
		<hr/>
Leaving the balance now payable.....		\$125,000 00

The present certificate further shows the Company to be entitled to receive their land subsidy for the said 20 miles at the rate of 12,500 acres, less one-fifth retained under the contract.

The undersigned recommends that authority be given for the payment to the Company of the aforesaid sum of \$125,000.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 11th December, 1882.

On a Memorandum, dated 7th December, 1882, from the Minister of Railway and Canals, representing that a certificate, No. 19, dated 6th December instant, has been received from the Chief Engineer of the Canadian Pacific Railway, showing that upon the Eastern Division of the Central Section of the railway, there has been completed and equipped, so far as to admit of the running of regular trains thereon, further extent of 20 miles of road, making a total on this division of 561 miles.

The Minister submits the following particulars of the present certificate:—

Total value of work done and materials delivered up to the 3rd December, 1882

561 miles at \$10,000.....	\$5,610,000 00	
Add advance on rails; total advance, 31,350 tons at \$50, \$1,567,500; 75 per cent.....	\$1,175,625 00	
Less covered by this estimate, 20,300 tons at \$50, \$1,015,000; 75 per cent.....	761,250 00	414,375 00
		<hr/>
		\$6,024,375 00

Less deduction for plant, etc., taken by the Company as per Estimate No. 1 (subject to correction)....	\$1,042,519 29	
Less amount, payment of which is deferred by O. in C., dated 23rd May, 1882.....	500,000 00	542,519 29
		<hr/>
		\$5,481,855 71

Of this amount the books of the Accountant of the
Department show that there has been already
paid..... 5,356,855 71

Leaving the balance now payable.. \$125,000 00

The Minister states that the present certificate further shows that the Company are entitled to receive their land subsidy for the said 20 miles, at the rate of 12,500 acres per mile, or a total of 250,000 acres, less one-fifth retained under the contract.

The Minister recommends that authority be given for the payment to the Company of the aforesaid balance, covered by the present certificate, namely, \$125,000.

The Committee advise that payment be made accordingly.

Hon. Minister Railways and Canals.

JOHN J. MCGEE.

OTTAWA, 11th December, 1882.

SIR,—I have the honor to inform you that an Order in Council has passed based upon a certificate of the Chief Engineer, No. 19, of the Central Section, authorizing the payment to the Canadian Pacific Railway Company of the sum of \$125,000 for a further extent of twenty miles of road, making 561 miles on the Eastern Division of that Section so far completed and equipped as to admit of the running of trains thereon.

The said certificate shows also that the Company are entitled to receive their land subsidy for the twenty miles in question at the rate of 12,500 acres a mile or a total of 250,000 acres, less one-fifth retained. I have to request that payment may be made.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

J. L. McDOUGALL, Esq., Auditor-General.

ADVANCE ON RAILS.

3,400 tons at \$50.....\$170,000
75 per cent.....127,500

THE CANADIAN PACIFIC RAILWAY COMPANY.

OFFICE OF THE SECRETARY, MONTREAL, 14th December, 1882.

SIR,—I have the honor to request that a further advance on account of rails and fastenings imported by the Company into the North-West since the date of the last advance may be made, as provided for in the contract.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary*.

A. P. BRADLEY, Esq., Sec. Railways and Canals.

OTTAWA, 15th December, 1882.

SIR,—The Canadian Pacific Railway Company having made application for an advance on steel rails, etc., which they now have in stock along the line of the Canadian Pacific Railway, on the Central Section, including Mr. Dickey's report to the 1st instant, I have the honor to report.

In addition to the 6,797 tons of steel rails and fastenings transferred under the contract and not yet paid for, and those on which an advance has already been made,

the Company now have 3,400 tons additional in stock on what they appear to be entitled to an advance under the contract as follows:—

3,400 tons at \$50.....	\$170,000
75 per cent. of which is.....	127,500

I have the honour to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

CANADIAN PACIFIC RAILWAY—Statement of Rails, Dec. 15, 1882.

Date.	Description.	Rails in Stock.		Rails in Track	
		Tons.	Lbs.	Tons.	Lbs.
	<i>Central Section.</i>				
	Mr. Dickey's Return at end of track.....	7,633	576		
	On line between Stonewall and Portage la Prairie	4,475			
	Mr. Dickey's Return of rails to November 7th, 1882.....	52,855	1,149		
	Rails handed over to the Company under the terms of the contract and not yet paid for.....			6,797	
	Mr. Dickey's Return, 7th to 14th November.....	1,679	1,440		
	Less rails laid on South-West Branch.....			5,755	2,1
	do removed from line between Stonewall and Portage la Prairie.....			2,432	3
	Mr. Dickey's Return, 14th to 21st November.....	1,566	2,180		
	Less subsidy on 20th 29-mile section.....			40,000	
	Mr. Dickey's Return, 21st to 30th November	2,033	964		
	Total rails returned	70,263	1,829		
	Less rails in track	54,985	299		
	Rails on which the Company are entitled to an advance...	15,278	1,530		
1882.	Advance—	Tons.			
May 8	.....	5,000			
June 20	.....	5,000			
July 15	.....	10,000			
do 22	.....	8,000			
Aug. 1	.....	1,400			
do 15	.....	1,350			
Dec. ...	.....	600			
do 15	.....	3,400			
		34,750			
	Deductions—				
	Estimate No. 5.....	2,000			
	do 7.....	2,500			
	do 8.....	2,000			
	do 9.....	300			
	do 13.....	1,500			
	do 14.....	2,000			
	do 15.....	2,000			
	do 16.....	2,000			
	do 17.....	2,000			
	do 18.....	2,000			
	do 19.....	2,000			
		20,300			
		14,450			
	Balance.....	828	1,530		

Memorandum.

OTTAWA, 15th December, 1882.

The undersigned has the honor to represent that, upon an application made by the Canadian Pacific Railway Company for an advance on steel rails, etc., now in stock along the line of the Central Section, the Chief Engineer has reported under

date the 15th instant, to the effect that in addition to the 6,797 tons of rails and fastenings transferred under the contract to the Company and not yet paid for, and further, in addition to those on which an advance has already been made, they have now 3,400 tons in stock upon which they appear to be entitled to an advance under the contract as follows :—

3,400 tons at \$50.....	\$170,000
75 per cent. of which is.....	127,500

The undersigned recommends that authority be given for the advance to the Company of the said sum of \$127,500 upon the rails in question.

Respectfully submitted,

CHARLES TUPPER, *Min. Rys. and Canals.*

CERTIFIED copy of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor-General in Council, on the 15th December, 1882.

On a Report, dated 15th December, 1882, from the Minister of Railways and Canals, submitting an application of the Canadian Pacific Railway Company, for an advance on steel rails, etc., now in stock along the line of the Central Section.

The Minister represents that the Chief Engineer has reported, under date the 5th instant, to the effect that in addition to the 6,797 tons of rails and fastenings transferred under the contract to the Company and not yet paid for, and, further in addition to those on which an advance has already been made, the Company have now 3,400 tons in stock, upon which they appear to be entitled to an advance under the contract as follows :—

3,400 tons at \$50.....	\$170,000
75 per cent. of which is.....	127,500

The Minister recommends that authority be given for the advance to the Company of the said sum of \$127,500 upon the rails, etc., in question.

The Committee submit the above recommendation for Your Excellency's approval.

JOHN J. McGEE.

Hon. Minister of Railways and Canals.

ADVANCE ON RAILS.

2,394 tons at \$33.....	\$79,002
75 per cent. of which is.....	59,250

MONTREAL, 5th December, 1882.

SIR,—We have about 2,000 tons of rails at Prince Arthur's Landing and 3,787 tons at Algoma Mills. These rails will be stored for the winter, and I have the honor to ask that an advance may be made upon them as provided for in the Company's charter.

The value of the rails where they are stored is \$38 per ton.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

P. BRADLEY, Esq., Secretary Railways and Canals.

OTTAWA, 16th December, 1882.

SIR,—An application having been made by the Canadian Pacific Railway Company for the advance on rails delivered at the Algoma Mills, I have the honor to report

Mr. Drinkwater on behalf of the Company, has sent me bills of lading for 3,980 tons of rails and fastenings shipped from Montreal for Algoma Mills, and receipts from Mr. Abbott, the Engineer of the Company at Algoma Mills, for delivery of the same at that place, and receipts covering the quantity shipped with the exception of about 1,200 tons.

These rails the Company allege are for use on the main line of the Canadian Pacific Railway. Their Engineers, receipt for the balance of the shipment they state could be procured, but owing to the uncertain mail service at this season would entail a great delay.

No doubt, I think, exists of the fact that these rails, etc., have been forwarded to Algoma Mills, but none of our officers have taken count of them, and it is rather a difficult matter at this time for any one to do so.

If the Government consider these documents sufficient proof of the delivery of the rails and fastenings, and that they are as alleged for use on the main line of the Canadian Pacific Railway, and sanctions an advance being made, then the value of the rails etc., delivered at Algoma Mills is \$35 per ton. This would give,

3,980 tons at \$35.....	\$139,300 00
75 per cent. on which is	109,475 00

I have the honor to be, Sir, your obedient servant,
COLLINGWOOD SCHREIBER, *Chief Engineer.*

A. P. BRADLEY, Esq., *Secretary Railways and Canals.*

OTTAWA, 19th December, 1882.

SIR,—With reference to the application made by your Company for an advance on certain rails, etc., intended for use of the main line of the Canadian Pacific Railway, which have been forwarded to Algoma Mills. I am directed to say that the rails in question have not been delivered on the line as contemplated by the clause of the contract providing for such advances, and that therefore the Government are unable to accede to your request.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., *Secretary C. P. R. Co.*

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, Ottawa, 26th January, 1883.

SIR,—The Secretary of the Canadian Pacific Railway, by letter dated the 16th December last, under cover No. 30,230, having made application for an advance on steel rails and fastenings delivered at Prince Arthur's Landing, I have the honor to report:

Mr. Caddy, the Engineer in charge at Prince Arthur's Landing, reports that there were landed at that place, for the Canadian Pacific Railway Company, 2,394 tons of rails and fastenings.

In addition to the previous advances on rails, etc., on the Eastern Division of the Canadian Pacific Railway, the Company appear to be entitled under the charter to a further advance, as follows:—

2,394 tons, at \$33.00, \$79,002; 75 per cent of which, \$59,250.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

A. P. BRADLEY, Esq., *Secretary Railways and Canals.*

ADVANCE ON RAILS, EASTERN DIVISION.

26th January, 1883,

	Tons.	Tons.
November 20th, 1882.—Rails delivered at Mattawa and Callander....	6,170	
Less rails in Track.....	2,000	
		4,170
December 19.—Rails delivered at Hochelaga.....	4,078	
January, 23rd, 1883.—“ “.....	234	
		4,312
January, 26th.—Rails delivered at Prince Arthur's Landing.....		2,394
Total on which advances are being made on the Eastern Division...		10,876

Memorandum.

OTTAWA, 30th January, 1883.

The undersigned has the honor to represent that, under date the 5th ultimo, the Canadian Pacific Railway Company have made application for an advance on steel rails at Prince Arthur's Landing

That on the 26th instant, the Chief Engineer has reported showing that the Company have landed at the place named 2,394 tons of rails, etc., and that in addition to advances already made on rails for the Eastern Section, for which he presumes that the present stock is intended, they are entitled to an advance of \$59,250, arrived at as follows:—

2,394 tons at \$33.....	\$79,002
75 per cent. of which.....	59,250

The undersigned recommends that authority be given for such advance.

Respectfully submitted,

CHARLES TUPPER, *Min. Rys. and Canals*,

CERTIFIED copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Administrator of the Government in Council, on the 31st January, 1883.

On a Report, dated 30th January, 1883, from the Minister of Railways and Canals submitting an application dated the 5th December, 1882, from the Canadian Pacific Railway Company for an advance on steel rails at Prince Arthur's Landing.

The Minister represents that on the 26th instant, the Chief Engineer reported to the effect that the Company have landed at the place named 2,394 tons of rails, etc., and that in addition to advances already made on rails for the Eastern Section for which he presumes that the present stock is intended, they are entitled to an advance of \$59,250, arrived at as follows:—

2,394 tons at \$33.....	\$79,002
75 per cent. of which.....	59,250

The Minister recommends that authority be given for such advance.

The Committee submit the above recommendation for your Excellency's appeal.

JOHN J. MCGEE.

on. Minister of Railways and Canals.

OTTAWA, 1st February, 1883.

SIR,—I have the honor to inform you that on the 31st ultimo, an Order in Council was passed authorizing an advance to your Company of \$59,250 upon 2,394 tons of steel rails, etc, now in stock at Prince Arthur's Landing, further that a certificate has issued in its favor for the amount named.

I am, Sir, your obedient servant.

A. P. BRADLEY, *Secretary*.

CHARLES DRINKWATER, Esq., Sec. C. P. R. Co.

ADVANCE ON RAILS.

800 tons, at \$50.00.....	\$40,000
75 per cent.....	30,000

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 16th December, 1882.

SIR:—I have the honor to request that a further advance may be made on rails etc., imported into the North-West since the date of the last advance.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary*.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 19th December, 1882.

SIR:—The Canadian Pacific Railway Company having made application for an advance on steel rails, etc., which they now hold in stock along the line of the railway, on the Central Section, I have the honor to report:

Including Mr. Dickey's report of the 8th instant, in addition to the 6,797 tons of steel rails and fastenings transferred under the terms of the contract and not yet paid for, and those on which an advance has already been made, the Company now have eight hundred tons (800) additional in stock, on which they appear to be entitled to an advance under the contract, as follows:—

800 tons at \$50.00, \$40,000; 75 per cent. of which, \$30,000.

I have the honor to be, Sir, Your obedient servant,

COLLINGWOOD SCHRIEBER.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

CANADIAN PACIFIC RAILWAY—Statement of Rails—Central Section.

Date.	Description.	Rails in Stock.		Rails in Track.	
		Tons.	Lbs.	Tons.	Lbs.
	Mr. Dickey's Return at end of track.....	7,653	576		
	On line between Stonewall and Portage la Prairie.....	4,475			
	Mr. Dickey's Return of rails past St. Vincent to the 30th November, 1882.....	58,135	1,253		
	Rails handed over to the Company under terms of contract, and not yet paid for.....			6,797	
	Rails laid on South-Western Branch on which an advance has been made.....			5,755	2,170
	Rails removed between Stonewall and Portage la Prairie and laid on South-Western Branch.....			2,432	368
	Subsidy on 20-mile section, west of Flat Creek.....			40,000	
	Totals of Rails returned.....	70,263	1,829	54,985	299
	LESS—Rails in Track.....	54,983	299		
	Rails on which the Company are entitled to an advance...	15,278	1,530		
1882.	Advance—				
May 8	..... Tons.				
June 20	..... 5,000				
July 15	..... 5,000				
do 22	..... 10,000				
Aug. 1	..... 8,000				
do 15	..... 1,400				
Dec. ...	..... 1,350				
do 15	..... 600				
do 19	..... 3,400				
	..... 800				
	..... 35,550				
	Deductions—				
	Estimate No. 5.....	2,000			
	do 7.....	2,500			
	do 8.....	2,000			
	do 9.....	300			
	do 13.....	1,500			
	do 14.....	2,000			
	do 15.....	2,000			
	do 16.....	2,000			
	do 17.....	2,000			
	do 18.....	2,000			
	do 19.....	2,000			
	..... 20,300				
	..... 15,250				
	Balance.....	28	1,530		

Memorandum.

OTTAWA, 19th December, 1882.

The undersigned has the honor to represent that upon an application made by the Canadian Pacific Railway Company for an advance upon steel rails in stock along the line of the Central Section, the Chief Engineer has reported, under date the 19th instant, to the effect that the Company have now in stock a quantity amounting to 800 tons of steel rails and fastenings, upon which they appear to be entitled to an advance of \$30,000, being 75 per cent. of the value of 800 tons, at \$50 a ton.

The undersigned recommends that authority be given for the advance named, \$30,000.

Respectfully submitted.

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED copy of a Report of a Committee of the Honorable the Privy Council approved by His Excellency the Administrator of the Governor in Council, on the 22nd December, 1882.

On a Memorandum, dated 19th December, 1882. from the Minister of Railways and Canals, submitting an application, dated 16th December, instant, from the Canadian Pacific Railway Company, for an advance upon steel rails in stock along the line of the Central Section.

The Minister reports that the Chief Engineer of Government Railways has reported, under date the 19th instant, to the effect that the Company have now in stock a quantity amounting to 800 tons of steel rails and fastenings, upon which they appear to be entitled to an advance of \$30,000, being 75 per cent. of the value of 800 tons at \$50 a ton.

The Minister recommends that authority be given for the advance, namely, \$30,000.

The Committee submit the above recommendation for Your Excellency's approval.

JOHN J. MCGEE.

Hon. Minister of Railway and Canals.

ADVANCE ON RAILS.

2,000 tons at \$50.....	\$100,000
75 per cent. of which is	75,000

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE SECRETARY, MONTREAL, 22nd December, 1882.

SIR,—I have the honor to request that a further advance, on account of rails and fastenings imported by the Company into the North-West since the date of the last advance, may be made as provided for in the contract.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

OTTAWA, 23rd December, 1882.

SIR,—The Canadian Pacific Railway Company, having made application for an advance on steel rails, &c., which they have now in stock along the line of the railway on the Central Section, I have the honor to report.

Including Mr. Dickey's report of the 16th instant, in addition to the 6,797 tons of steel rails and fastenings transferred under the terms of the contract and not yet paid for, and those on which an advance has already been made, the Company now have 2,000 tons additional in stock, on which they appear to be entitled to an advance under the contract as follows :—

2,000 tons at \$50.....	\$100,000
75 per cent. of which is.....	75,000

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

CANADIAN PACIFIC RAILWAY COMPANY—Statement of Rails.

Date.	Description.	Rails in Stock.		Rails in Track.	
		Tons.	Pounds.	Tons.	Pounds.
	<i>Central Section.</i>				
	Mr. Dickey's Return at end of track.....	7,653	567		
	On line between Stonewall and Portage la Prairie.....	4,475			
	Mr. Dickey's Return of rails passed St. Vincent to 7th November, 1882.....	52,855	1,149		
	Rails handed over to the Company under the terms of the contract and not yet paid for			6,797	
	Mr. Dickey's Return 7th to 14th November.....	1,679	1,440		
	Rails laid on South-Western Branch			5,755	2,170
	Rails removed from line between Stonewall and Portage la Prairie and laid on South-Western branch.....			2,432	369
	Mr. Dickey's Return 14th to 21st November	1,566	2,180		
	Less subsidy on 20—20-mile section.....			40,000	
	Mr. Dickey's Return 21st to 30th November.....	2,033	964		
	do 1st to 7th December.....	2,001	320		
		72,264	2,149	54,985	299
	Less rails in track.....	54,985	299		
	Rails on which the Company are entitled to an advance...	17,279	1,850		
1881-2.	Advances—	Tons.			
May 8	.....	5,000			
June 20	.....	5,000			
July 15	.....	10,000			
do 22	.....	8,000			
Aug. 1	.....	1,400			
do 15	.....	1,350			
Dec.	.....	600			
do 15	.....	3,400			
do 19	.....	800			
do 23	.....	2,000			
		37,550			
	Deductions—				
	Estimate No. 5.....	2,000			
	do 7.....	2,500			
	do 8.....	2,000			
	do 9.....	300			
	do 13.....	1,500			
	do 14.....	2,000			
	do 15.....	2,000			
	do 16.....	2,000			
	do 17.....	2,000			
	do 18.....	2,000			
	do 19.....	2,000			
		20,300			
		17,250			
	Balance still in hand.....	29	1,850		

Memorandum.

OTTAWA, 29th December, 1882.

The undersigned has the honor to represent that under date, of the 22nd instant application has been made by the Canadian Pacific Railway Company for a further advance on steel rails and fastenings imported into the North West, and that a report received from the Chief Engineer, dated the 23rd ultimo shows that in addition to the 6,797 tons transferred under the term of their contract, to the Company and not yet paid for, they have now in stock 2,000 tons upon the line of the Railway on the Central Section which they appear to be entitled to an advance of \$75,000, being 75 per cent. of the value of these rails at \$50 a ton.

The undersigned recommends that the said advance be authorized.

Respectfully submitted

J. H. POPE, Acting Minister Railways and Canals.

CERTIFIED copy of a Report of a Committee of the Honorable the Privy Council approved by His Excellency the Administrator of the Governor in Council, on the 5th January, 1883.

On a Memorandum, dated 29th December, 1882, from the Acting Minister of Railways and Canals submitting an application dated 22nd December instant, from the Canadian Pacific Railway Company for a further advance on steel rails and fastenings imported into the North-West.

The Minister represents that the Chief Engineer of Government Railways has reported, under date 23rd December instant, that in addition to the 6,797 tons transferred, under the terms of their contract to the Company and not yet paid for, they have now in stock 2,000 tons on the line of the Railway on the Central Section upon which they appear to be entitled to an advance of \$75,000 being 75 per cent. of the value of these rails at \$50 a ton.

The Minister recommends that the advance be authorized accordingly.

The Committee submit the above recommendation for your Excellency's approval.

JOHN J. MCGEE.

Hon. Minister Railways and Canals.

ADVANCE ON RAILS.

2,100 tons at \$50.....	\$105,000
75c. per ton.....	78,750

CANADIAN PACIFIC RAILWAY COMPANY,
SECRETARY'S OFFICE, OTTAWA, 9th January, 1882.

SIR,—I have the honor to request that a further advance may be made of material imported into Manitoba since the date of the last advance as provided for in the Company's charter.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Sec. Railways and Canals.

OTTAWA, 16th January, 1883.

SIR,—The Canadian Pacific Railway Company having made application for an advance on rails, etc., delivered along the line of the Railway of the Central Section I have the honor to report.

Including Mr. Dickey's Report of the 15th inst., in addition with 6,797 tons of steel rails and fastenings transferred under the terms of the contract and not yet paid for and those on which an advance has already been made, the Company now have \$2,100 tons additional in stock on which they appear to be entitled to an advance under their contract as follows:—

2,100 tons at \$50.....	\$105,000
75 of which cent.....	78,750

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER.

A. P. BRADLEY, Esq., Sec. Railways and Canals.

Memorandum.

OTTAWA, 16th January, 1883.

The undersigned has the honor to represent that, upon an application made by the Canadian Pacific Railway Company for an advance on rails delivered along the line of the Central Section of that railway, a report has been made by the Chief

Engineer, dated the 16th instant, showing that in addition to the 6,797 tons of rails and fastenings transferred under the terms of the contract and not yet paid for, the Company have in stock 2,100 tons, on which they appear to be entitled to an advance under their contract of \$78,750, being 75 per cent. of the value of this quantity at \$50 a ton.

The undersigned recommends that the advance of the amount named be authorized.

Respectfully submitted,

CHARLES TUPPER, *Min. Rys. and Canals.*

CERTIFIED Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Administrator of the Governor in Council, on the 19th January, 1883.

On a Memorandum dated 16th January, 1883, from the Minister of Railways and Canals, submitting an application from the Canadian Pacific Railway Company for an advance on rails delivered along the line of the Central Section of that railway.

The Minister states that a report under date 16th January, instant, of the Chief Engineer shows that, in addition to the 6,797 tons of rails and fastenings transferred under the terms of the contract, and not yet paid for, the Company have in stock 2,100 tons on which they appear to be entitled to an advance under their contract of \$78,750, being 75 per cent. of the value of this quantity at \$50 a ton.

The Minister accordingly recommends that he be authorized to make an advance of the amount above specified.

The Committee submit the above recommendation for Your Excellency's approval.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

CENTRAL SECTION.—Subsidy.—Progress Estimate No. 20.

Previous Estimates.....	561 miles.
Present "	20 "
Total.....	581 "

Amount of certificate to date:

Eastern Section.....	\$ 487,155 20
Central "	6,535,625 00
	<hr/>
	\$7,022,780 20

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, January 23rd, 1883.

Description of works, cash subsidy. No. of Contract, C.P.R. Co.

Locality of works west of Red River (Central Section.)

Name of contractors, Canadian Pacific Railway Company.

Date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 23rd January, 1883.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters Nos. 27,816 and 28,944.

Total value of work done and materials delivered to the 23rd January, 1883 :-

581 miles at \$10,000.....	\$5,810,000 00
Add advance on rails. Total advance, 39,650 tons at \$50=1,982,500, at 75 per cent.....	\$1,486,875 00
Less covered by the estimate, 20,300 tons at \$50=\$1,015,000 at 75 p. c.	761,250 00
	<u>725,625 00</u>
	\$6,535,625 00

Memorandum, land subsidy, 581 miles at \$12,500..	7,262,500 acres.
Less one-fifth.....	1,452,500 "
	<u>5,810,000</u>

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C.P.R. Head Office.*

Total amount now certified on the Central Section of this contract, \$6,535,625 00
All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief, per F. J. L.*

I hereby certify that 581 miles of the Eastern Division of the Central Section of the Canadian Pacific Railway, are so far completed as to admit of the running of trains thereon, together with such equipment thereof as is required for the traffic thereon.

COLLINGWOOD SCHREIBER, *per F. J. L.*

Memorandum.

Rolling stock in use by the Canadian Pacific Railway Company, on the Eastern Division of the Central Section :—

94 locomotives; 37 passenger, baggage and other cars; 364 box cars; 2,154 flat cars; 79 other cars.

Memorandum.

OTTAWA, 23rd January, 1883.

The undersigned has the honor to represent that, under date the 23rd instant a certificate No. 20 of the Central Section of the Canadian Pacific Railway has issued from the Chief Engineer, showing that on the Eastern Division of that section the has been completed and equipped so far as to admit of the running of trains thereon to a further extent of 20 miles of road, making a total on this division of 581 miles. The following are the particulars of the present certificate.

Total value of work done and materials delivered up to the 23rd of January, 1883:

581 miles at \$10,000.....	\$5,810,000 00	
Add advance on rails; total 36,650 tons at \$50=	\$1,982,500; 75 per cent. of which equals	\$1,486,875 00
Less covered by this estimate, 20,300 tons at \$50=	\$1,015,000; 75 per cent. of which equals.....	761,250 00
		<u>725,625 00</u>
		6,535,625 00

Of this amount the books of the Accountant of the Department show that there has been paid to date the sum of..... \$6,256,875 00

To be added to which is the sum of \$78,750, being an advance approved by the Honorable the Privy Council on a recommendation dated the 15th instant..... 78,750 00

6,335,625 00

Leaving the balance now payable..... \$200,000 00

The undersigned would here observe that the Company have paid, in full, the sum \$1,042,519.29 for plant, etc., taken over by them, details as to the repayment of which have figured in all preceding estimates of the Chief Engineer.

The present certificate further shows the Company to be entitled to receive their land subsidy for the said 20 miles at the rate of 12,500 acres a mile, or a total of 250,000 acres, less one-fifth retained under the contract.

The undersigned recommends that authority be given for the payment to the Company of the aforesaid sum of \$200,000.

Respectfully submitted,

CHARLES TUPPER, *Min. Railways and Canals.*

CERTIFIED Copy of a Report of a Committee of the Honorable the Privy Council approved by His Excellency the Administrator of the Government in Council on the 29th January, 1883.

On a memorandum dated 23rd January, 1883, from the Minister of Railways and Canals, representing that a certificate No. 20, dated 23rd January, instant, has been received from the Chief Engineer of the Canadian Pacific Railway, showing that upon the Eastern Division of the Central Section of the railway, there has been completed and equipped, so far as to admit of the running of regular trains thereon, a further extent of 20 miles of road, making a total on this division of 581 miles.

The Minister submits the following particulars of the present certificate.

Total value of work done and materials delivered up to the 23rd of January 1883:—

581 miles at \$10,000.....	\$5,810,000 00	
Add advance on rails, total 39,650 tons at \$50—\$1,982,500; 75 per cent of which equals.....	\$1,486,875 00	
Less covered by this estimate, 20,300 tons at \$50—\$1,015,000; 75 per cent. of which equals.....	761,250 00	725,625 00
		\$6,535,625 00

Of this amount the books of the Accountant of the Department shows that there has been paid to date the sum of..... \$6,256,875 00

To be added to which in the sum of \$78,750, being an advance approved by Order in Council dated the 19th January instant 78,750 00

6,335,625 00

Leaving the balance now payable..... \$ 200,000 00

The Minister further submits that the Company have paid in full the sum of \$1,042,519.29 for plant, etc., taken over by them, details as to the re-payment which have figured in all preceding estimates of the Chief Engineer.

The Minister states that the present certificate further shows that the Company are entitled to receive their land subsidy for the said 20 miles, at the rate of 12.50 acres per mile, or a total of 250,000 acres, less one-fifth retained under the contract.

The Minister recommends that authority be given for the payment to the Company of the aforesaid balance covered by the present certificate, namely, \$200,000.

The Committee advise that payment be made accordingly.

JOHN J. MCGEE.

Hon. Minister Railways and Canals.

OTTAWA, 30th January, 1883.

SIR,—I have your application to pay the Canadian Pacific Railway Company \$200,000 for another twenty miles of track completed. If a deduction of \$75,000 not to be made, be good enough to certify that no rails, upon which advances were made, have been used in the last twenty miles of track completed.

I have the honor to be, Sir, your obedient servant,

J. L. McDOUGALL, Auditor-General.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

30th January, 1883.

Mr. Schreiber reports that no advances have been made on the rails laid on twenty miles of road.

C. SCHREIBER.

OTTAWA, 30th January, 1883.

SIR,—In reply to your note of this date, with reference to this last certificate for \$200,000 for the Canadian Pacific Railway Company, I have to state that the Chief Engineer says no advance has been made on the rails laid on the twenty miles of road for which that certificate was given.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. L. McDougall, Auditor-General.

ADVANCE ON RAILS.

3,650 tons at \$50 per ton.....	\$182,500
75 per cent.....	136,875

CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 27th January, 1883.

SIR,—I have the honor to request that a further advance may be made on rails and fastenings imported into Manitoba, since the date of the last advance, and shall be obliged if you will give the matter early attention.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Sec. Dept. Rys. and Canals.

CANADIAN PACIFIC RAILWAY,

OFFICE OF THE ENGINEER IN CHIEF, OTTAWA, 31st January, 1883.

SIR,—The Canadian Pacific Railway Company having made application for an advance on rails and fastenings delivered along the line of the Canadian Pacific Railway on the Central Section, I have the honor to report.

Including Mr. Dickey's Report to the 21st instant, in addition to the 6,797 tons of steel rails and fastenings transferred under the terms of the contract, and not yet paid for, and those on which an advance has already been made, the Company now have 3,650 tons in stock, on which they appear to be entitled to an advance under their contract, as follows:—

3,650 tons, at \$50 per ton.	\$182,500
75 per cent. of which.....	136,875

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Chief Engineer.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

CANADIAN PACIFIC RAILWAY—Statement of Rails, January 31st, 1883.

Date.	Description.	Rails in Stock.		Rails in Track.	
		Tons.	Lbs.	Tons.	Lbs.
	<i>Central Section.</i>				
	Mr. Dickey's Return at end of track	7,653	576		
	On line between Stonewall and Portage la Prairie.....	4,475			
	Mr. Dickey's Return of Rails passed St. Vincent, to November 7th, 1882.....	52,855	1,149		
	Rails handed over to the Company under the terms of the contract and not yet paid for			6,797	
	Mr. Dickey's Return November 7th to 14th	1,679	1,440		
	Rails laid on S.-Western branch for Emerson			5,755	2,170
	do do and removed from Line between Stonewall and Portage la Prairie			2,432	36
	Mr. Dickey's Return, Nov. 14th to 21st	1,566	2,180		
	Less subsidy on 20th 20-mile section			40,000	
	Mr. Dickey's Return, Nov. 21st to 30th.....	2,033	964		
	do Dec. 1st to 7th	2,001	320		
	do do 7th to 31st.....	4,105	194		
1883.	Less subsidy on 21st 20-mile section			2,000	
	Mr. Dickey's Return, January 1st to 21st.....	3,631			
	Totals.....	80,001	103	56,985	28
	Less rails in track	56,985	299		
	Rails on which the Company are entitled to an advance...	23,015	2,044		
1882.	Advances—	Tons.			
May 8	.....	5,000			
June 20	.....	5,000			
July 15	.....	10,000			
do 22	.....	8,000			
Aug. 1	.....	1,400			
do 15	.....	1,350			
Dec. ...	.....	600			
do 15	.....	3,400			
do 19	.....	800			
do 23	.....	2,000			
1883.					
Jan. 16	.....	2,100			
do 31	.....	3,650			
		43,300			
	Deductions—				
	Estimate No. 5.....	2,000			
	do 7.....	2,500			
	do 8.....	2,000			
	do 9.....	300			
	do 13.....	1,500			
	do 14.....	2,000			
	do 15.....	2,000			
	do 16.....	2,000			
	do 17.....	2,000			
	do 18.....	2,000			
	do 19.....	2,000			
		20,300			
		23,000			
	Balance still on hand	15	2,044		

Memorandum.

OTTAWA, 31st January, 1883.

The undersigned has the honor to represent that upon an application made by the Canadian Pacific Railway Company for an advance on rails delivered along the line of the Central Section of that railway, a report has been made by the Chief Engineer, dated this day, showing that in addition to the 6,797 tons of rails and fastenings transferred under the terms of the contract and not yet paid for, the Company have in stock on the line of railway, Central Section, 3,650 tons, on which the

appear to be entitled to an advance, under their contract, of \$136,875, being 75 per cent. of the value of this quantity at \$50 per ton.

The undersigned recommends that the advance of the amount named be authorized.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 31st January, 1883.

On a memorandum, dated 31st January, 1883, from the Minister of Railways and Canals, submitting an application from the Canadian Pacific Railway Company for an advance on rails delivered along the line of the Central Section of that railway;

The Minister represents that the Chief Engineer has made a Report of even date, showing that, in addition to the 6,979 tons of rails and fastenings, transferred under the terms of the contract, and not yet paid for, the Company have in stock on the line of railway, Central Section, 3,650 tons, on which they appear to be entitled to an advance, under their contract, of \$136,875, being 75 per cent. of the value of this quantity at \$50 per ton.

The Minister recommends that the advance of the amount named be authorized.

The Committee submit the above Memorandum for your Excellency's approval.

JOHN J. MCGEE.

OTTAWA, 8th December, 1882.

DEAR SIR,—In reply to your enquiry I beg to say that Mr. Stephen, the President of the C. P. R. Co. has agreed with Hon. J. H. Pope and myself to construct and complete the railway from Emerson to the junction of the South Western Branch of the C. P. R. during the coming season, provided you will secure the construction of a suitable bridge to cross the Red River with free right of way through the town on both sides of the river. With a view of promoting this settlement of this question, I will submit, for the approval of His Excellency the Governor in Council, a proposal to provide, subject to the sanction of Parliament, an increase of the grant for a bridge at Emerson from thirty to fifty thousand dollars in case a suitable bridge be constructed for railway as well as ordinary traffic.

I will wire you the decision of Council as soon as it is obtained.

I remain, yours faithfully,

CHARLES TUPPER.

THOMAS CARNEY, Esq., Mayor of Emerson.

Memorandum.

OTTAWA, 9th December, 1882.

The undersigned has the honor to represent that, by an arrangement verbally made with the Hon. J. H. Pope and himself, the Canadian Pacific Railway Company have undertaken to construct and complete, during the coming season, a line of railway connecting the town of Emerson with their South-Western branch at the point where the line running south from Winnipeg meets the line running westwards, provided that the town will secure the construction of a suitable bridge to cross the Red River, and will furnish free right of way through the towns on both sides of the river.

That at the last session of Parliament, the sum of \$30,000 was voted to the Department of Public Works, in order to aid the Corporation of Emerson in building a bridge over the Red River, the plans, etc., to be approved by His Excellency the Governor General in Council.

The undersigned would now recommend that authority be given for placing the Estimates to be laid before Parliament at its forthcoming Session, a further sum of \$20,000 (twenty thousand dollars), making a total of \$50,000 to be granted to the Corporation of the town of Emerson, provided that a suitable bridge be constructed over the Red River, for both railway and ordinary traffic.

Respectfully submitted.

CHARLES TUPPER, *Minister of Railways and Canals.*
Acting Minister of Public Works.

CERTIFIED Copy of a Report of a Committee of the Honorable the Privy Council, approved by the Deputy of His Excellency the Governor in Council on the 11th December, 1882.

On a Joint Memorandum dated 9th December, 1882, from the Minister of Railways and Canals, and the Acting Minister of Public Works representing that the Canadian Pacific Railway Company undertake to construct and complete during the coming season a line of railway connecting the town of Emerson with the Southern Western branch at the point where the line running south from Winnipeg meets the line running westwards, provided that the town will secure the construction of a suitable bridge to cross the Red River and will furnish free right of way through the towns on both sides of the River.

The Ministers observe that at the last Session of Parliament the sum of \$30,000 was voted in order to aid the Corporation of Emerson in building a bridge over the Red River.

The Ministers recommend that authority be given for placing in the Estimates to be laid before Parliament at its forthcoming Session, a further sum of \$20,000, making a total of \$50,000 to be granted to the Corporation of the town of Emerson, provided that a suitable bridge be constructed over the Red River for both railway and ordinary traffic.

The Committee submit the foregoing recommendation for Your Excellency's approval.

JOHN J. McGEE.

The Hon. Minister Railways and Canals.

OTTAWA, 12th December, 1882.

Council have agreed to put twenty thousand dollars additional in the Estimates as proposed in my letter.

CHARLES TUPPER.

THOMAS CARNEY, Esq., Mayor. Emerson, Man.

OTTAWA, 12th December, 1882.

SIR,—By direction I enclose herewith, for your information, a copy of an Order in Council dated 11th instant, authorising the placing in the Estimates of a further sum of \$20,000 in addition to the \$30,000 voted last Session, to be granted to the Corporation of Emerson in aid of the construction of a combined railway and ordinary traffic bridge across the Red River, the notification of the passage of such order having been telegraphed you by the Minister this morning.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

THOMAS CARNEY, Esq., Mayor, Emerson, Man.

OTTAWA, 12th December, 1882.

SIR,—I am directed to forward, for your information, the enclosed copy of an Order in Council passed on the 11th inst., authorizing the placing in the Estimates to be laid before Parliament at its next Session, of a further sum of \$20,000, in addition to the \$30,000 voted last Session, to be granted to the Corporation of the town of Emerson, in aid of the construction of a combined railway and ordinary traffic bridge across the Red River.

I am Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

CHARLES DRINKWATER, Esq., Sec. C.P.R. Co., Montreal.

MONTREAL, 13th December, 1882.

SIR,—I have the honor to acknowledge receipt of your letter of the 12th inst., enclosing copy of an Order in Council, passed on the 11th inst., authorizing the placing in the Estimates to be laid before Parliament at its next Session, of a further sum of \$20,000, in addition to the \$30,000 voted last Session, to be granted to the Corporation of the town of Emerson, in aid of the construction of a combined railway and ordinary traffic bridge across the Red River.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary*.

A. P. BRADLEY, Esq., Sec. Railways and Canals.

RESOLUTION

(27a)

Of the House of Commons, dated 20th February, 1882,—For a Memorandum as to substitution of Canadian Pacific Railway of Credit Valley Stock for \$1,000,000 cash deposit.

INDEX TO PAPERS IN CONNECTION WITH SUBSTITUTION OF CREDIT VALLEY STOCK FOR \$1,000,000 DEPOSITED BY CANADIAN PACIFIC RAILWAY COMPANY.

- A. Memorandum with reference thereto.
- B. Application from Mr. Angus, November 24, 1882.
- C. Report to Council by Minister of Finance, recommending substitution November 24, 1882.
- D. Order in Council, November 25, 1882.
- E. Resolutions of Credit Valley Railway Company shareholders as to issue debenture stock passed at Toronto, July 8, 1881. (Certified copy.)
- F. Form of Credit Valley Railway Company 5 per cent permanent debenture stock certificate.
- G. By-laws and regulations of the Credit Valley Railway Company regulating the issue and transfer of the permanent 5 per cent. debenture stock.
- H. Assignment and agreement executed (in duplicate) by George Stephen, Esq., representing the Canadian Pacific Railway Company, and the Honorable the Minister of Finance. The other copy was returned to the Canadian Pacific Railway Company, as per letter No. 7.
- J. Correspondence as follows:—
 1. Letter from the Deputy Minister of Finance to the Deputy Minister of Justice, dated November 25, 1882, enclosing application from Mr. Angus, and certificate of stock therewith enclosed, and asking as to the steps necessary to have the same transferred to the Minister of Finance.
 2. Letter from the Deputy Minister of Justice to the Deputy Minister of Finance, dated November 25, 1882, in answer to No. 1.
 3. Letter from the Deputy Minister of Finance, to George Stephen, Esq., President of the Canadian Pacific Railway Company, dated November 25, 1882, enclosing copy of the Order in Council authorizing the exchange and a copy of letter No. 2, from the Deputy Minister of Justice, and also the stock certificate, and requesting him to send the necessary form to have the transaction carried into effect.
 4. Letter from C. Drinkwater, Esq., Secretary Canadian Pacific Railway Company dated November 27, 1882, to the Deputy Minister of Finance, acknowledging the receipt of the letter of the 25th to Mr. Stephen, and enclosing assignment (H) in duplicate, and stock certificate endorsed with a power of attorney to Mr. A. Fraser to transfer the stock to the Minister of Finance.
 5. Letter from the Deputy Minister of Finance to the Deputy Minister of Justice forwarding the assignment with a request to be informed if the same is in order, November 28, 1882.
 6. Letter from the Deputy Minister of Justice to the Deputy Minister of Finance, dated November 28, 1882, in answer to No. 5—papers satisfactory.

7. Letter from the Deputy Minister of Finance to Mr. Drinkwater, dated November 28, 1882, returning one copy of the assignment duly executed and informing him that the certificate had been sent to Mr. Fraser and when advised by him that that matter was in order money would be paid over, also informing him of the non-receipt of the copy of the resolutions passed by the shareholders of the Credit Valley Railway Company, authorizing the issue of the stock.
8. Letter from Mr. Drinkwater to Deputy Minister of Finance, dated November 28, 1882, enclosing papers E, F and G.
9. Letter from the Deputy Minister of Finance to A. Fraser, Esq., A. R. G., Toronto, dated November 28, 1882, enclosing certificate received from Mr. Drinkwater with power of attorney therein and requesting him to procure a new certificate.
10. Telegram from Mr. Fraser to the Deputy Minister of Finance, dated November 29, 1882, that the transfer was completed.
11. Letter from Mr. Fraser to Deputy Minister of Finance, dated November 29, 1882, enclosing certificate in favor of the Honorable the Minister of Finance.
12. Letter from C. H. Terry for the Deputy Minister of Finance to Mr. Fraser, dated November 30, 1882, acknowledging the receipt of No. 11, and certificate enclosed.
13. Letter from Deputy Minister of Finance to Messrs. Morton, Rose & Co., enclosing certificate for countersignature, dated November 30, 1882.
14. Letter from Messrs. Morton, Rose & Co., to Deputy Minister of Finance, dated December 13, 1882, enclosing certificate countersigned.
15. Letter from Messrs. Morton, Rose & Co., to Deputy Minister of Finance, dated December 14, 1882, stating that the letter of the 13th was written under a misapprehension, as the certificate would not go forward till next mail.
16. Letter from the Deputy Minister of Finance to Messrs. Morton, Rose & Co., dated December 27, 1882, acknowledging the receipt of their letters of the 13th and 14th December.
17. Letter from Messrs. Morton, Rose & Co., to Deputy Minister of Finance, dated December 28, 1882, enclosing certificate countersigned and endorsed (with certain conditions.)
18. Letter from Deputy Minister of Finance to Messrs. Morton, Rose & Co., dated January 10, 1883, acknowledging receipt of their letter of December 28, with enclosure.
19. Letter from Deputy Minister of Finance to Deputy Minister of Justice, dated January 10, 1883, enclosing endorsed certificate and also notice in Gazette of intended application to Parliament to amend Credit Valley Company's Acts, and asking him if security held by Government would be affected thereby.
20. Letter from Deputy Minister of Justice to Deputy Minister of Finance, dated January 11, 1883, in answer to letter of 10th and suggesting course of action to be adopted.
21. Letter from Deputy Minister of Finance to Messrs. Morton, Rose & Co., dated January 12, 1882, that retention by Government of endorsed certificate was not to be taken as an acquiescence by Government in conditions endorsed thereon.
22. Letter—similar to 21—from Deputy Minister of Finance to C. Drinkwater, Esq., Secretary Canadian Pacific Railway Company, dated January 12, 1883.
23. Letter from Mr. Drinkwater to Deputy Minister of Finance (marked private) dated January 19, 1883, that he did not understand the endorsement and would communicate with Morton, Rose & Co. on the subject.

24. Letter from Mr. Drinkwater to Deputy Minister of Finance (also marked private) dated January 23, 1883, enclosing a new certificate to take the place of the endorsed one.
25. Letter from Deputy Minister of Finance to Mr. Drinkwater, dated January 25, 1883, that he proposed to send the new certificate to Messrs. Morton, Rose & Co. for countersignature.
26. Letters from Deputy Minister of Finance to Messrs. Morton, Rose & Co., dated February, 1883, enclosing new certificate for countersignature without conditions.

MEMORANDUM.—A.

As to substitution by Canadian Pacific Railway of Credit Valley stock for the \$1,000,000 Cash deposit.

The Canadian Pacific Railway Company, through their Vice-President, Mr. R. B. Angus, on the 24th November, 1882, made application to the Honorable the Minister of Finance, requesting that the Government would be pleased to release and repay to the said Canadian Pacific Railway Company, the million dollars deposited by them, in cash, as security for the construction of their railway, and offering in substitution therefor a certificate of the five per cent. Permanent Debenture Stock of the Credit Valley Railway Company to the amount of three hundred and thirty-nine thousand eight hundred pounds sterling (£339,800 stg.) to be held as security for the due performance of the contract, the Company to be at liberty to withdraw said stock certificate on re-deposit of one million dollars in cash or security to that amount satisfactory to the Government. The application was duly referred to Council, and an Order in Council was duly passed on the 25th November, 1882, sanctioning the substitution in the terms mentioned, of the said stock certificate for the said one million dollars cash deposit. The stock certificate was accordingly transferred to the Honorable the Minister of Finance by the said Canadian Pacific Railway Company under and in pursuance to the directions for that purpose given by the Department of Justice, to which Department all the papers and documents connected with such transfer of said stock, were submitted for opinion and approval. The transfer of stock took place at Toronto on the 29th November, and on that day a certificate (No. 14 of the Credit Valley Railway Company, five per cent. Permanent Debenture Stock for £339,800 sterling, was issued in the name of the Honorable the Minister of Finance, and the same was, on the 30th November, 1882, transmitted for countersignature, to Messrs. Morton, Rose & Company, the London agents of the Credit Valley Railway Company. The \$1,000,000 cash deposited by the Canadian Pacific Railway Company was paid over to the last named Company, on the 1st December, 1882. The stock certificate, sent to Messrs. Morton, Rose & Company, was returned by that firm in a letter under date of the 28th December, 1882, countersigned by them as agents in London for the Credit Valley Railway Company, subject, however, to the terms of an agreement of which such particulars were endorsed on the certificate, as follows:—

“By agreement between the parties having a controlling interest in the Credit Valley, Ontario and Quebec, and Canadian Pacific Railway Companies, subject to such legislation and other confirmation as therein mentioned. The Ontario and Quebec Company will in satisfaction of the interest upon the within mentioned debenture stock, guarantee upon the terms in said agreement, stated interest at 4 per cent from first January, one thousand eight hundred and eighty-two, until the opening of traffic of the Ontario and Quebec Company's line from Perth to a junction with the Credit Valley near Toronto, and thereafter at 5 per cent, and the Canadian Pacific Company will, from and after such opening for traffic as aforesaid, guarantee and assume the obligation of the Ontario and Quebec Company in this respect.”

About the same time as the certificate, so endorsed as aforesaid, was returned from England, notices appeared in the *Canada Gazette* that at the now present Session of Parliament, application would be made for Acts to amend the Credit Valley Rail-

ay Company and Ontario and Quebec Railway Company Acts. These notices were brought to the attention of the Deputy Minister of Justice, to whom also the certificate endorsed as aforesaid was submitted, with a request to be informed how far the conditions endorsed on the certificate and the Act, if sanctioned by Parliament would affect the security deposited with the Government. Acting upon the opinion received from the Department of Justice, letters were sent on the 12th January, 1883, to both Messrs. Morton, Rose & Co., and the Canadian Pacific Railway Company, to the effect that the retention by the Government of the endorsed certificate was not to be taken as in any way an acquiescence by the Government in the conditions endorsed in the certificate. In consequence of this notice, on the 23rd January, 1883, the Canadian Pacific Railway Company gave to the Deputy Minister of Finance a new certificate of the Credit Valley Railway Company, 5 per cent. permanent debenture stock for the sum of £339,800 sterling, to be substituted for the one previously lodged, which last mentioned certificate was on the 1st of February, 1883, forwarded to Messrs. Morton, Rose & Co. for countersignature (without conditions) and the same has not yet been returned by the said Messrs. Morton, Rose & Co., but the Department has been advised by cablegram that the new certificate has been endorsed without conditions.

B.

MONTREAL, 24th November, 1882.

SIR,—I have the honor to request that the Government will be pleased to release and repay to the Canadian Pacific Railway Company the \$1,000,000 deposited in cash as security for the construction of the railway, and in substitution therefor, I herein offer for your acceptance a certificate of the five per cent. permanent Debenture Stock of the Credit Valley Railway Company, to the amount of £339,800 to be held as security for the due performance of the contract. The security now offered is of greater value than the amount required by law, and the Company desires to have it understood that it shall be at liberty to withdraw it on re-deposit of \$1,000,000 in cash, or securities for that amount satisfactory to the Government.

I have the honor to be, Sir, your most obedient servant,

R. B. ANGUS, *Vice-President C.P.R. Co.*

Hon. Sir S. L. TILLEY, Minister Finance.

C.

FINANCE DEPARTMENT, OTTAWA, 24th November, 1882.

The undersigned has the honor to Report to Council that he has received an application from Mr. R. B. Angus, Vice-President of the Canadian Pacific Railway Company to release the \$1,000,000 cash security deposited for the construction of the railway and to substitute therefor 5 per cent. permanent Debenture Stock of the Credit Valley Railway Company to the amount of £339,800 sterling, the Company to have the option of withdrawing the substituted security on re-deposit of \$1,000,000 in cash or securities for that amount satisfactory to the Government.

The undersigned has to Report that he has examined the Act of the Ontario Legislature, 44 Vic, Cap. 61, intituled "An Act to amend the Act relating to the Credit Valley Railway Company," and he finds that by the first Section thereof that the Company may with the consent of a majority of two-thirds in value of the shareholders thereof, at a meeting specially called for that purpose make and issue consolidated bonds or Debenture Stock for an amount not exceeding \$20,000 per mile upon the actual mileage from the terminus at Toronto to the Town of St. Thomas on the main line and from Streetsville to Orangeville and Elora on the branch line, payable at such time and place and bearing such rate of interest as the Company may determine.

The undersigned further finds that by Section 8 the Debenture Stock may be made perpetual or terminable.

It appears from the evidence submitted with the application, that resolutions of the Company were taken in accordance with the above cited Act and that a permanent Debenture Stock was created.

The undersigned has further to Report that the securities now applied for to be substituted represent a par value of over \$1,650,000 and as the Cash Deposit required by the Act for the construction of the Railway is declared to be \$1,000,000 the securities would represent a charge of only about \$12,000 a mile on the mileage of the Credit Valley Railway.

The undersigned looking at the nature of the country traversed by the Credit Valley Line is of opinion that the permanent Debenture Stock tendered is of sufficient substitute for \$1,000,000 cash and he accordingly recommends to Council that the present cash security of \$1,000,000 be released and that the permanent Debenture Stock now tendered be accepted as a substitute therefor in terms of the Canadian Pacific Railway Act, Section 3.

Respectfully submitted,

S. L. TILLEY, *Minister of Finance.*

D.

CERTIFIED Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council on the 25th November, 1882.

On a Report dated 24th November, 1882, from the Minister of Finance, submitting an application from Mr. R. B. Angus, Vice-President of the Canadian Pacific Railway Company, to release the \$1,000,000 cash security deposited for the construction of the Railway, and to substitute therefor 5 per cent. permanent Debenture Stock of the Credit Valley Railway Company to the amount of £339,800 sterling, the Company to have the option of withdrawing the substituted security on re-deposit of \$1,000,000 in cash or securities for that amount satisfactory to the Government.

The Minister reports that he has examined the Act of the Ontario Legislature 44 Vic., Cap. 61,; intituled "An Act to amend the Acts relating to the Credit Valley Railway Company" and he finds that by the first Section thereof the Company may, with the consent of a majority of two-thirds in value of the shareholders thereof at meeting specially called for that purpose, make and issue Consolidated Bonds or Debenture Stock for an amount not exceeding \$20,000 per mile upon the actual mileage from the terminus at Toronto to the Town of St. Thomas on the main line and from Streetsville to Orangeville and Elora on the branch line, payable at such time and place and bearing such rate of interest as the Company may determine. That by Section 8 the Debenture Stock may be made perpetual or terminable.

That it appears from the evidence submitted with the application, that resolutions of the Company were taken in accordance with the above cited Act and that a permanent Debenture Stock was created.

The Minister further reports that the securities now applied for to be substituted represent a par value of over \$1,650,000 and as the Cash Deposit required by the Act for the construction of the Railway is declared to be \$1,000,000, the securities would represent a charge of only about \$12,000 per mile on the mileage of the Credit Valley Railway.

The Minister looking at the nature of the country traversed by the Credit Valley line is of opinion that the permanent Debenture Stock tendered is a sufficient substitute for \$1,000,000 cash, and he accordingly recommends that the present Cash Security of \$1,000,000 be released and that the Permanent Debenture Stock now tendered be accepted as a substitute therefor, in terms of the Canadian Pacific Railway Act, Section 3,

The Committee submit the foregoing recommendation for approval.

JOHN J. MCGEE.

Honorable Minister of Finance.

E.

CREDIT VALLEY RAILWAY,

SECRETARY-TREASURER'S OFFICE, Toronto, 27th November, 1882.

Whereas, by a resolution passed at a meeting of shareholders of the Credit Valley Railway Company, held on the 12th day of April last, and duly approved by the bondholders of the said Company under the provision of the Statute in that behalf, the Directors of the said Company, or a majority of them, were authorized to make and issue Debenture Stock for an amount equal to \$20,000 per mile upon the actual mileage of the said railway, being a total distance of 183½ miles; such Debenture Stock to be issued in the form of scrip certificates or such other form as the said Directors, or a majority of them, should determine, each certificate to be for £100 sterling, or for multiples of that sum, and bear date the 1st of April, A.D. 1881, the same to bear interest from that date at the rate of 5 per cent. per annum, payable half-yearly, and to be executed and issued in such form, and to be made perpetual or terminable, and with or without interest coupons as to the said Directors, or a majority of them, should seem expedient.

Be it therefore resolved:—

That Debenture Stock be forthwith issued to an amount equal to \$20,000 per mile upon 183½ miles of railway, being an aggregate of \$3,672,000 or £754,520 sterling; that such Debenture Stock be perpetual, and that the same shall be issued in the form of scrip certificates signed by the President or Vice-president, and shall be countersigned and issued by Morton, Rose & Co., and under the corporate seal of the said Company, each certificate to be for the sum of £100 sterling, or for multiples of that sum, and to bear date on the 1st of April, A.D. 1881, and to bear interest from that date at the rate of 5 per cent per annum, payable half yearly on the 1st day of October and the 1st day of April in each year, at the banking house of Messrs. Morton, Rose, & Company, London, England.

Be it further resolved that the said scrip certificates shall be in the following form—see certificate attached:—

I certify that the foregoing is a correct extract from the minutes of a meeting of the Directors of the Credit Valley Railway Company, held at Toronto on the 8th day of July, A.D. 1881.

H. E. SUCKLING, *Secretary-Treasurer C. V. R. Co.*

F.

No.

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DOMINION OF CANADA—PROVINCE OF ONTARIO.

THE CREDIT VALLEY RAILWAY COMPANY, £5 PER CENT. PERMANENT
DEBENTURE STOCK.

This is to certify that.....has been this day registered as the proprietor of.....pounds of the £5 per cent. Permanent Debenture Stock of The Credit Valley Railway Company, created by resolutions of the Company, pursuant to an Act of the Legislature of the Province of Ontario, 44 Victoria, Chapter 61, and entitled to the privileges and subject to the terms and conditions in the said Act and resolutions, and the by-laws of the Company contained.

Given under the common seal of the Company this 1st day of April, A.D. 1881.

.....Secretary.President.

Countersigned by agents in London of the Credit Valley Railway Co.

N. B.—No transfer of the stock comprised in this certificate or any part thereof, will be registered unless accompanied by this certificate, and no capital sum of stock less than £100, or other than multiples of £100, in nominal amount will be registered.

G.

By-LAWS AND REGULATIONS of the Credit Valley Railway Company, regulating the issue and transfer of the permanent £5 per cent. Debenture Stock created by resolutions of the Company pursuant to an Act of the Legislature of the Province of Ontario, 44 Victoria, chapter 61.

1. In the interpretation of these Regulations, the following words and expressions have the following meanings, unless excluded by the subject or context:

A. The "Company" means the Credit Valley Railway Company.

B. The "United Kingdom" means the United Kingdom of Great Britain and Ireland.

C. The "Board" means a meeting of the Directors of the Company duly called and constituted, or, as the case may be, the Directors assembled thereat.

D. The "Office" means the office of the Company's duly appointed agents in London.

E. "Stock" means five per cent. permanent Debenture Stock.

F. "Holders," when applied to stock, means persons who, in accordance with these regulations, have entitled themselves to be, and who accordingly have been, registered as owners of stock.

G. "Ledger" means the debenture stock ledger.

H. "Registered Address" means the address of any holder of stock registered in the ledger, in pursuance of Article 18.

I. Words imputing the singular number only, include the plural, and words imputing the plural, only include the singular.

J. Words imputing the masculine gender only include the feminine gender.

K. Words imputing individuals only include corporate bodies, *mutatis mutandis*.

2. The stock issued under these regulations shall be called the five per cent. Debenture Stock.

3. All persons applying for stock, shall state in writing, under their hand, their address, and if it shall be without the United Kingdom, they shall, in like manner, state an address within the United Kingdom, to which dividend warrants and notices may be sent, as hereinafter provided.

4. A book shall be kept by the Company at the office, which shall be called the debenture stock ledger, and therein shall be entered, in such manner and form as the Board shall from time to time think fit, the names and addresses of all persons to whom stock shall be issued by the Company, or who shall afterwards become entitled in accordance with these Regulations, to be registered as holders thereof, the capital amount of stock from time to time belonging to such persons respectively, the capital amount of stock transferred to or from them respectively and the dates of registry of such transfers.

And a transcript of the said Debenture Stock ledger shall be kept at the offices of the Company, in Toronto, wherein shall be entered from time to time, as advised by the duly appointed agents of the Company in London, all transfers of the said stock made as herein provided.

5. Stock may be transferred in manner and subject as hereinafter mentioned.

6. No capital sum of stock less than one hundred pounds sterling, or other than multiples of one hundred pounds sterling shall be transferred, but with those exceptions any sum may be transferred.

7. Every transfer of stock must be by deed, signed and sealed by the transferor and transferee. It must express that the transferee takes the stock transferred upon the terms and conditions upon which the transferor held the same or to that effect. It must contain the full name and address of the transferee, and if his address is without the United Kingdom, it must contain an address within the United Kingdom to which dividend warrants and notices may be sent as hereinafter provided, or such an address must be written on the transfer and signed by the transferee.

8. Any number of persons, not exceeding four, but no more, may be joint transferees of any sum of stock.

9. No infant or married woman, except in accordance with the provisions of the Married Women's Property Act, 1870, or any statutory modification thereof, shall be a transferee of stock.

10. If any holder of stock shall die, become bankrupt or lunatic, enter into liquidation of arrangement, or being a company or partnership, be wound up, or being a woman, marry the person alleging himself to be entitled by reason thereof to transfer or to be holder of such stock, shall lodge at the office a statement in writing under his name, stating his name and address, and if his address is without the United Kingdom, then also an address within the United Kingdom, to which dividend warrants and notices may be sent as hereinafter provided, and shall also lodge at the office to be cancelled the certificate (hereinafter mentioned and described) which shall then be outstanding in respect of such stock, and shall produce at the office reasonably satisfactory evidence of his title, and pay such fee, not exceeding five shillings, as the Board shall from time to time direct, and until a reasonable time after compliance with the directions of this article, be shall not be entitled to such stock or the dividends thereof or to transfer the same.

11. Every transfer must be left at the office to be kept by the Company with such fee, not exceeding five shillings as the Board shall from time to time direct.

12. With the transfer must be left for cancellation, the certificate (hereinafter mentioned and described) which shall then be outstanding in respect of the stock to be transferred.

13. Upon compliance with the provisions of Article 10, the persons who shall, as in the said article mentioned, have become entitled to any stock, shall be registered by the Company as the holders thereof.

14. Upon a transfer, executed by the holder of any Stock, being left, in compliance in all respects, with articles 6, 7, 8, 9, 11 and 12, and upon all the other directions in the said Articles being complied with, the transferee shall be registered in the ledger as the holder of the Stock transferred.

15. The Board may in their discretion dispense with all or any of the conditions for registering hereinbefore set forth, but they shall not, under any circumstances, be bound to do so unless in their own absolute and uncontrollable discretion they shall think fit.

16. No transfer or transmission of interest in or with respect to which the directions in Articles 6 to 12 inclusive, or such of them as shall be applicable in the case, shall not have been observed and complied with, shall as against the Company be valid or in any way bind or affect the Company, either at Law or in Equity, notwithstanding any knowledge or notice thereof which they may have or receive; and the person from time to time registered in manner aforesaid, as the holder of any of the stock, shall alone, so far as the Company is concerned, be entitled either at Law or in Equity, to be considered as the owner thereof or entitled to the annuity or dividends payable in respect thereof, and payment to him in manner herein provided, shall be an effectual discharge to the Company, in respect of the money so paid.

17. Transfers and other transmissions of title shall, so far as the Company is concerned, take effect not from this date, but from the time of registry thereof. They may, however, be registered, notwithstanding the death or any change of the position of any of the parties to such transfers or transmissions.

18. The addresses of the persons to whom the stock shall be originally issued as stated in the application for such issue, and of the transferees or other persons becoming entitled by transmission of title as stated in the transfers or otherwise in pursuance of these regulations, shall be entered in the ledger, and shall until altered, as hereinafter mentioned, be for all purposes, so far as the Company is concerned, taken to be the true addresses of such persons respectively. In cases of two addresses being given, under Article 3 or 7, the address within the United Kingdom shall be the true address within the meaning of this Article.

19. The holder of any stock may, by notice under his hand, left at the Company's Office, with such fee as the Board shall fix, not exceeding one shilling, request his registered address to be altered to any address within the United Kingdom, specified.

in the said notice, and such alteration shall be made in the ledger, and the new address so entered shall become the registered address of such holder.

20. The Board may close the ledger and refuse to register any transfers of the said stock for any time or times they may think fit, not exceeding in all thirty days in each year.

21. The Board will upon the issue of any of the stock to any person, give to him a certificate that it has been registered in his name. Such certificate shall be in such form as the Board shall from time to time determine, and shall be under the corporate seal of the Company, and signed by the President or Vice-President thereof, countersigned and issued by the Company's agent in London, and authenticated in such other manner, if any, as the Board may from time to time determine.

22. The certificate issued under article 21, shall not constitute the title to the stock, such title shall consist exclusively in registry in the ledger. The assignment or deposit of the certificates shall, as against the Company, convey no title whatever to the stock; such title shall only be conveyed in accordance with these regulations.

23. Upon a transfer being registered under article 14, or upon a transmission of title being registered under article 10, and upon the old certificate being delivered up to be cancelled, the Company will issue to the new holder, so registered, a fresh certificate for the amount of stock which shall have been transferred, or the title whereof shall have been transmitted to him, and if, in the case of a transfer, any stock shall remain untransferred, will upon the old certificate being delivered up to be cancelled, issue to the transferer a fresh certificate for so much of the amount thereof as was included in the cancelled certificate.

24. Every dividend on stock shall belong to the person registered as the holder thereof at the time the dividend falls due, notwithstanding any subsequent lodging of a transfer for registry and whatever may be the date of such transfer; and no appointment shall be made of any dividend, so far as the Company is concerned.

25. The dividends on stock shall be paid by warrants or cheques sent by post to, and at the risk of the holders at their registered addresses.

26. In case more persons than one are joint holders of any sum of stock, the dividend warrants shall be sent to the registered address of the person first named in the ledger.

By order of the Board,

H. E. SUCKLING, *Secretary-Treasurer.*

H.

This memorandum witnesses:—

That Whereas, under the provisions of the contract made on behalf of the Canadian Pacific Railway, by George Stephen and others, on the 21st of October, 1880 it was agreed between the said Company and the Government of Canada that the said Company should deposit with the said Government one million dollars in cash or approved securities, as security for the construction of the railway thereby contracted for.

And Whereas the said Company deposited one million dollars in cash as such security, and is now desirous of substituting for the said amount in cash, other security satisfactory to the Government in the place and stead of the said one million dollars.

Now these presents witness:

That the Government of Canada, herein represented and acting by the Honorable Sir Samuel Leonard Tilley, K.C.M.G., Finance Minister thereof, and the Canadian Pacific Railway, acting herein by George Stephen, the President thereof, have agreed and do hereby agree that the said Government will accept and doth hereby accept as such security in the place and stead of the said one million dollars in cash three hundred and thirty-nine thousand eight hundred pounds of the five per cent debenture stock of the Credit Valley Railway Company, issued under and by virtue of the Act of the Legislature of the Province of Ontario, 44th Victoria, Chapter 61

which said amount of debenture stock the said Canadian Pacific Railway Company has caused to be transferred to the said Honorable Sir Samuel Leonard Tilley for and on behalf of the said Government, upon the books of the said Credit Valley Railway Company, at Toronto, the receipt whereof the said Government doth hereby acknowledge; and in consideration thereof the said Government hath paid over to the said Canadian Pacific Railway Company the said sum of one million dollars in cash, retaining and holding the said Debenture Stock in the place and stead thereof, and upon all the trusts, and subject to all the conditions and for all the purposes for which the said deposit of one million dollars was made aforesaid.

In witness whereof the parties hereto have executed these presents in duplicate this twenty-ninth day of November, 1882.

Witness, A. BENNING.

GEO. STEPHEN.

S. L. TILLEY.

Witness to signature of S. L. Tilley, J. M. COURTNEY.

J.—CORRESPONDENCE.

No. 1. OTTAWA, 25th November, 1882.

SIR,—I enclose an application from Mr. R.B. Angus, Vice-President of the Canadian Pacific Railway, to repay to the Company, the \$1,000,000 deposited under Section 3 of their Act, and to substitute therefor £339,800 sterling, Permanent Debenture Stock of the Credit Valley Railway, of which I enclose the certificate. I am told the Order in Council has passed, sanctioning the substitution. I have to request you to advise me as to what steps are necessary to have the stock transferred to the Minister of Finance.

Yours very truly,

J. M. COURTNEY, *Deputy Minister Finance.*

G. W. BURBIDGE, *Dep. Min. Justice.*

No. 2. OTTAWA, 25th November, 1882.

SIR,—I have the honor to acknowledge the receipt of your letter of the 25th instant, enclosing application from Mr. Angus, Vice-President of the Canadian Pacific Railway Company, to repay to the Company the \$1,000,000 deposited under section 3 of the Act, and to substitute therefor £339,800 sterling, Permanent Debenture Stock of the Credit Valley Railway, in which letter you request advice as to what steps are necessary to have the stock transferred to the Minister of Finance.

In reply I beg leave to say that Mr. Stephen should by assignment, after reciting the deposit of \$1,000,000 with the Government, and their agreement to pay that amount upon having the £339,800 sterling, five per cent. Permanent Debenture Stock of the Credit Valley Railway Company duly assigned to the Minister of Finance, to be held for the Government upon the same trusts and conditions, as those upon which the \$1,000,000 were held, assign to the Minister of Finance, the said Debenture Stock, to be held by him for the Government upon the same trusts and conditions as those upon which the said \$1,000,000 were held; and by the same instrument he should appoint some one, say Alexander Fraser, Assistant Receiver General at Toronto, his attorney to make the necessary transfer in the books of the Credit Valley Railway Company, and to do all other necessary and lawful acts for transferring the stock to the Finance Minister upon the trusts aforesaid.

I am, Sir, your obedient servant,

GEO. W. BURBIDGE, *Deputy Minister Justice.*

J. M. COURTNEY, *Dep. Min. of Justice.*

No. 3.

OTTAWA, 25th November, 1882.

SIR,—I have received the copy of the Order in Council sanctioning the application of Mr. Angus to be paid the \$1,000,000 deposit (cash) as security for the Canadian Pacific Railway construction, and to receive in place thereof permanent Debenture Stock of the Credit Valley Railway Company for £339,800 sterling, standing in your name. To carry out the transaction, I have referred the same to the Department of Justice, and I enclose herewith a copy of the letter from the Deputy Minister of that Department, I have the honor to request that you will be good enough to send me as early as possible the necessary form to carry the transaction into effect. I return herewith the Stock Certificate.

I have the honor to be, Sir, your most obedient servant,

J. M. COURTNEY, *Deputy Minister of Finance.*

GEORGE STEPHEN, Esq., President C. P. R. Co., Montreal.

CANADIAN PACIFIC RAILWAY COMPANY,

No. 4.

OFFICE OF THE SECRETARY, MONTREAL, 27th November, 1882.

SIR,—I am instructed to acknowledge receipt of your letter of the 25th inst., to Mr. Stephen. I beg to enclose herewith as required by the Deputy Minister of Justice an assignment in duplicate of the £339,800 sterling, 5 per cent. permanent Debenture Stock of the Credit Valley Railway Company to the Minister of Finance to be held for the Government upon trusts and conditions therein named.

I also beg to return the Stock Certificate for the amount above named in which Mr. Stephen has endorsed a power of Attorney to Mr. Alex. Fraser, Assistant Receiver General, Toronto, empowering him to transfer the stock to the Hon. Minister of Finance.

I hope on receipt of this letter that you will be able to transfer the \$1,000,000 the credit of this Company and shall be glad to be advised of the fact by telegraph.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

J. M. COURTNEY, Esq., Dep. M. of F., Ottawa.

P.S.—Please return one copy of the assignment executed by the Minister.

No. 5.

OTTAWA, 28th November, 1882.

SIR.—I have the honor to forward to you herewith assignment in duplicate of the £339,800 Sterling, Permanent Debenture Stock, Credit Valley Railway, to the Minister of Finance, and I shall be obliged by your informing me if the same is in order.

Yours very truly,

J. M. COURTNEY, *Deputy Minister of Finance.*

G. W. BURBIDGE, Esq., Dep. Min. of Justice.

No. 6.

OTTAWA, 28th November, 1882.

SIR.—I have the honor to acknowledge the receipt of your letter of to-day, forwarding assignment in duplicate of the £339,800 Sterling, Permanent Debenture Stock, Credit Valley Railway, to the Minister of Finance, and inquiring if the same is in order.

In reply, I beg to say that the papers are satisfactory. Papers returned.

I am, Sir, your obedient servant,

GEO. W. BURBIDGE, *Deputy Minister of Justice.*

J. M. COURTNEY, Esq., Deputy Minister of Finance.

No. 7.

OTTAWA, 28th November, 1882.

SIR.—I return herewith one copy of the memorandum of assignment duly executed by the Minister of Finance; the certificate I have sent to Toronto to be transferred, and on receipt of advice from Mr. Fraser that the matter is in order, I will pay over the money. I am, however still awaiting a copy of the resolution passed by the Credit Valley Shareholders, authorizing the issue of the stock. This is mentioned in the certificate, and Mr. Angus promised to procure it.

Yours very truly,

J. M. COURTNEY, *Deputy Minister of Finance.*

C. DRINKWATER, Esq., Secretary C.P.R.

CANADIAN PACIFIC RAILWAY COMPANY,

No. 8.

OFFICE OF THE SECRETARY, MONTREAL, 28th November, 1882.

DEAR SIR,—I now enclose a certified copy of the resolution of the Directors of the Credit Valley Railway with respect to the issue of Debenture Stock which was received this morning from the Secretary of the Company at Toronto. This will complete the papers and I hope to hear from you to-morrow that the \$1,000,000 has been transferred to our credit.

Yours truly,

C. DRINKWATER, *Secretary.*

J. M. COURTNEY, Esq., Deputy Minister of Finance.

No. 9.

(Confidential.)

OTTAWA, 28th November, 1882.

MY DEAR SIR,—The Pacific Railway Company have deposited with the Government as security for the construction of the line £339,800 sterling, permanent Debenture Stock of the Credit Valley Railway Company. I enclose herewith the certificate with an endorsement from Mr. Stephen of a power in your favor to transfer the stock. Be pleased to go to the Company's office and procure a new certificate and telegraph to me when the matter is completed.

Yours, very truly,

J. M. COURTNEY, *Deputy Minister of Finance.*

A. FRASER, Esq., Assistant Receiver General, Toronto.

No. 10.

(Telegram.)

OTTAWA, November 29th, 1882.

By telegraph from Toronto to J. M. Courtney, Deputy Minister Finance..

Have completed transfer; certificate will go by mail.

A. FRASER.

No. 11. ASSISTANT RECEIVER GENERAL, TORONTO, 29th November, 1882.

DEAR SIR,—I received yours of the 28th instant, and have just completed the transfer of £339,800 sterling of Credit Valley Railway 5 per cent permanent stock from George Stephen, Esq., to Hon. Minister of Finance and enclose certificate No. 14. The one you sent me was countersigned by Morton, Rose & Co., the London agents, and if you deem that essential Mr. Osler states they will countersign the one I now enclose.

I am, Dear Sir, yours truly,

A. FRASER, *Assistant Receiver General.*

JOHN COURTNEY, Esq., Deputy Finance Minister.

No. 12.

OTTAWA, 30th November, 1882.

SIR, —I have the honor by direction to acknowledge the receipt of your letter of the 29th instant, enclosing certificate for £339,800—Credit Valley Railway, 5 per cent permanent stock in favor of the hon. Minister of Finance. The same has been duly forwarded to Messrs. Morton, Rose & Co., for countersignature.

I have the honor to be, Sir, your most obedient servant,

C. H. TERRY, *for the Deputy Minister of Finance.*

A. FRASER, Esq., Assistant Receiver General, Toronto.

No. 13.

OTTAWA, 30th November, 1882.

GENTLEMEN,—I have the honor to hand you certificate of 5 per cent. permanent Debentures Stock Credit Valley Railway Company £339,800 sterling held by the hon. the Minister of Finance, and I have the honor to ask you to have the goodness to place the necessary countersignature on the same and return it to me.

I have the honor, to be, gentlemen, your most obedient servant,

J. M. COURTNEY, *Deputy Minister of Finance.*

MESSRS. MORTON, ROSE, & Co., London, England.

No. 14.

BARTHOLOMEW LANE, LONDON, E.C., 13th December, 1882.

DEAR SIR,—We have the honor to acknowledge receipt of your letter of the 30th ult., enclosing certificate for £339,800, 5 per cent permanent Debenture Stock of the Credit Valley Railway Company, registered in the name of the hon. the Minister of Finance, which, in accordance with your request, we have countersigned and now return herewith. We should feel obliged if you would notify us of the date of receipt of this certificate.

We have the honor, to be, dear Sir, yours faithfully,

MORTON, ROSE, & CO.

J. M. COURTNEY, Esq., Deputy Minister of Finance.

No. 15.

BARTHOLOMEW LANE, LONDON, E.C., 14th December, 1882.

DEAR SIR,—Our letter of yesterday, purporting to enclose the Credit Valley certificate was written under a misapprehension, as the certificate will not go forward by this mail.

We are, dear Sir, yours faithfully,

MORTON, ROSE & CO., Per H. Simpson.

J. M. COURTNEY, Esq., Deputy Minister of Finance.

No. 16.

OTTAWA, 27th December, 1882.

GENTLEMEN,—I have the honor to acknowledge the receipt of your letters of the 13th and 14th instant, respecting the Debenture Stock certificate of the Credit Valley Railway Company for £339,800 sterling, which I note will be returned by next mail.

Yours very truly,

J. M. COURTNEY, *Deputy Minister of Finance.*

MESSRS. MORTON, ROSE & Co.

No. 17. BARTHOLOMEW LANE, LONDON, E.C., 28th December, 1882.

SIR,—Referring to our letter of the 13th instant, we now beg to send you herewith the Certificate for £339,800 sterling Credit Valley Debenture Stock, countersigned by us, and endorsed with certain conditions attaching thereto.

We have the honor to be, Sir, your obedient servants,

MORTON, ROSE & COMPANY.

J. M. COURTNEY, Esq., Deputy Minister of Finance.

No. 18. OTTAWA, 10th January, 1883.

GENTLEMEN,—I have the honor to acknowledge the receipt of your letter of the 28th December with enclosure of Certificate for £339,800 sterling Credit Valley Debenture Stock countersigned by yourselves and endorsed with certain conditions attaching thereto.

I have the honor to be, gentlemen, your obedient servant,

JOHN COURTNEY, *Deputy Minister of Finance.*

MESSRS. MORTON, ROSE & Co., London, Eng.

No. 19. OTTAWA, 10th January, 1883.

SIR,—I have the honor by direction of the Honourable the Minister of Finance to request your attention to the following matter. Sometime since an Order in Council, was passed authorizing the exchange of the One Million Dollars Cash deposited by the Canadian Pacific Railway Company to carry out their contract with the Government, for Credit Valley Railway Co. Debenture Stock for £339,800 stg. The several assignments and transfers connected with such exchange were submitted to your Department for approval, and the certificate, enclosed herewith, was sent to Messrs. Morton, Rose & Company, the Agents of the Credit Valley Railway Company in London, for countersignature. I have to-day received from Messrs. Morton, Rose & Company, the enclosed with the certificate upon which have been endorsed certain conditions, and in connection therewith I have the honor to direct your attention to the *Canada Gazette* of last Friday, pages 1,105 and 1,107, in which it is stated that application will be made to the Parliament of Canada at the next Session for certain Acts affecting the Credit Valley Railway Company, and I have now the honor to ask you how far the conditions endorsed on the Bond and the Acts, if sanctioned by Parliament, will affect the security now deposited with the Government. I shall be glad to hear from you as early as possible on the subject.

I have the honor to be, Sir, your most obedient servant,

J. M. COURTNEY, *D.M.F.*

Deputy Minister of Justice.

No. 20. OTTAWA, January 11th, 1883.

SIR,—I have the honor to acknowledge the receipt of your letter of the 10th inst., enclosing a letter to yourself from Messrs. Morton, Rose & Company, of London, and the certificate of 5 per cent., permanent Debenture Stock of the Credit Valley Railway Company for £339,800 sterling.

An opinion is asked as to how far the conditions endorsed on the certificate and the acts you mention, if sanctioned by Parliament will affect this security.

In reply I beg to say that without knowing the contents of the agreement referred to in the endorsement upon the back of the certificate, and the provisions in tail of the bills of which notice has been given in the *Gazette*. I cannot say whether the security will be made more or less valuable. I would, however, suggest the following course of action, namely:

1. That you write at once to Messrs. Morton, Rose & Company, saying that you notice the endorsement upon the back of the certificate, but that in the absence of fuller information in regard to it, your retention of the certificate must not be taken as an acquiescence in these conditions.

2. That you write the Canadian Pacific Railway Company, informing them of the qualified countersigning by Messrs. Morton, Rose & Co., and say to them that in the absence of fuller information on the subject and not knowing whether the effect of the agreement and the Bills you refer to, if enacted, will make the value of the certificate more or less, that your retention of it shall not be taken as an acquiescence in these conditions.

3. That the bills of which notice has been given when submitted to Parliament be carefully examined with a view to see whether they tend to lessen or increase the security which the Government now have. Papers returned.

I am, Sir, your obedient servant,

GEO. W. BURBIDGE, *Deputy Minister of Justice.*

J. M. COURTNEY, Esq. Deputy Minister of Finance.

No. 21.

OTTAWA. 12th January, 1883.

GENTLEMEN,—Referring to my letter of the 10th instant acknowledging to receipt from you of the Stock Certificate for £339,800 sterling, of the Credit Valley Railway Company Debenture Stock sent to you for countersignature, and returned endorsed with certain conditions. I have now the honor to inform you that in the absence of further information in regard thereto the retention of the Certificate must not be taken to be an acquiescence by the Government in the conditions there endorsed.

I have the honor to be, Sir, your most obedient servant,

J. M. COURTNEY, *Deputy Minister of Finance.*

MESSRS. MORTON, ROSE & CO., Bartholomew Lane, London, E. C., Eng.

No. 22.

OTTAWA, 12th January, 1883.

SIR,—I have the honor to inform you that I sent the Stock Certificate for £339,800 sterling, of the Credit Valley Railway Company, given by the Canadian Pacific Railway Company in exchange for the \$1,000,000 deposited by them under their contract with the Government, to Messrs. Morton, Rose & Company, Agents in London, Eng., for the Credit Valley Railway Company, and the same has been returned to me countersigned by Messrs. Morton, Rose & Company, subject, however, to the terms of an agreement of which short particulars are endorsed on the Certificate in the words following:—

“By agreement between the parties having a controlling interest in the Credit Valley, Ontario and Quebec, and Canadian Pacific Railway Companies subject to such legislation and other confirmation as therein mentioned, the Ontario and Quebec Company will, in satisfaction of the interest upon the within mentioned Debenture Stock guarantee upon the terms in said agreement stated, interest at four per cent. from first January, one thousand eight hundred and eighty-two, until the opening of traffic of the Ontario and Quebec Company's line from Perth to a junction with the Credit Valley near Toronto, and thereafter at five per cent., and the Canadian Pacific Company will, from and after such opening for traffic as aforesaid guarantee and assume the obligation of the Ontario and Quebec Company in this respect.”

I further have the honor to state that I notice in the last issue of the *Canadian Gazette* that application will be made at the coming Session of Parliament for an Act to amend the Credit Valley Railway Company Act. Having no information on the subject, and not knowing the effect of the agreement alluded to in the endorsement

the stock certificate, in the Act to be applied, if passed by Parliament, will have on the value of the certificate as a security to the Government, I have the honor to state that the retention of the same by the Government is not to be taken to be in any way in acquiescence in the conditions endorsed by Messrs. Morton, Rose & Co., upon the certificate.

I have the honor to be, Sir, your most obedient servant,

J. M. COURTNEY, *Deputy Minister of Finance.*

C. DRINKWATER, Esq., Secretary, C. P. R. Co., Montreal.

No. 23.
Private.)

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 19th January, 1883.

MY DEAR COURTNEY,—Your official letter of the 12th respecting the Credit Valley Certificate arrived here during my absence. I do not understand the endorsement by Morton, Rose & Company you refer to, and there has evidently been some mistake about it. I am in communication with them, and will write you again as soon as possible.

Yours very truly,

C. DRINKWATER, *Secretary.*

J. M. COURTNEY, Esq., Deputy Minister Finance:

No. 24.
Private.)

[CANADIAN PACIFIC RAILWAY COMPANY,
MONTREAL, 23rd January, 1883.

MY DEAR COURTNEY,—I now enclose Credit Valley Certificate No. 14, for £339,800 to be substituted for the one previously lodged with you. Will you kindly accept this and return me the former one? * * * *

Yours very truly,

C. DRINKWATER.

M. Courtney, Esq., Deputy Minister Finance.

No. 25. OTTAWA, 25th January, 1883.

SIR,—With reference to your letter of the 23rd instant, I have the honor to state that I propose to send by the next mail, that is, the mail leaving here on Monday next, the Credit Valley Railway Certificate for £339,800 substituted for the one previously lodged to Messrs. Morton, Rose & Company, for countersignature.

I have the honor to be, Sir, your most obedient servant,

J. M. COURTNEY, *Deputy Minister of Finance.*

C. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

No. 26. OTTAWA, 1st February, 1883.

GENTLEMEN,—Referring to my letter of the 12th January, I have now the honor to enclose herewith for countersignature by you (without conditions) a new certificate for £39,800, Credit Valley Railway Company, 5 per cent. permanent debentures stock registered in the name of the hon. Minister of Finance.

I have the honor to be, gentlemen, your most obedient servant,

J. M. COURTNEY, *Deputy Minister of Finance.*

MESSRS. MORTON, ROSE & Co., London, England.

RESOLUTION

(27b)

Of the HOUSE OF COMMONS, dated 20th February, 1882,—For a Report of the Canadian Pacific Railway Company, in account with the Government of Canada, *viz.* :—Rails Advance Account—Land Grant Bond Account—Current Account,—and Subsidy Account.

See Appendix 5 of No. 27e.

[In accordance with the recommendation of the Joint Committee on Printing the above Resolution is not printed.]

RESOLUTION

(27c)

Of the HOUSE OF COMMONS, dated 20th February, 1882,—For a Schedule Correspondence as to Canadian Pacific Land Grant Bonds.

1. Letter from C. Drinkwater, Esq., Secretary Canada Pacific Railway Company to the hon. Minister of Finance, dated January 9, 1882, informing him
 - a. That the Company under clauses 17 and 18 of its charter, was making issue of bonds secured upon the land granted to the Company, maturing 1st October, 1931, with interest coupons at 5 per cent. the interest payable semi-annually on 1st of April and October. These bonds are being deposited with financial agents of the Government, the Bank of Montreal for custody, and a receipt for deliveries already made to extent of \$7,000,000 was closed.
 - b. That arrangements had been made with the Bank for delivery of \$5,000,000 of the bonds to the Minister of Finance at Ottawa.
 - c. That the Company had sold \$10,000,000 of the bonds at 92, deliverable in instalments of \$1,000,000 at various times from November, 1881, to November, 1882, the purchasers having the option, however, of calling for delivery prior to the dates mentioned, and the proceeds of the sale as received placed to the credit of the Government by the Bank of Montreal.
 - d. That the Company requested to be paid the sum of \$1,481,200, out of proceeds of the sale of said bonds, being the equivalent of the said 10 per cent. subsidy earned by it as provided by its charter.
2. Duplicate receipt from Bank of Montreal, dated 9th January, 1882, of the grant bonds to the value of \$7,000,000 (referred to in No. 1.)
3. Telegram from Mr. Drinkwater to the Minister of Finance, dated 12th January, 1882, stating that the matter had been arranged with the Bank and official notice of deposit would be sent that night.
5. Letter from the General Manager of the Bank of Montreal, at Montreal to the Minister of Finance, dated 12th January, 1882, informing him that the Canada Pacific Railway Company had paid to the bank for the credit of the Government the sum of \$1,840,000, being proceeds of \$2,000,000 of grant bonds at 92.

5. Statement of Land Grant Bond Account to 30th June, 1882.
6. Letter from M. G. Dickieson, for Deputy Minister of Finance, to Mr. Drinkwater, Secretary of the Canadian Pacific Railway Company, dated 5th July, 1882, enclosing cheque for \$42,223.73, interest on deposit and land grant bonds to 30th June, 1882.
7. Letter from Mr. Drinkwater, Secretary, to the Deputy Minister of Finance, dated 4th July, 1882, as to payment of interest.
8. Letter from M. G. Dickieson, for Deputy Minister of Finance, to Mr. Drinkwater, dated 6th July, 1882, informing him that the cheque for interest had been sent the day before.
9. Letter from Mr. Drinkwater, Secretary, etc., to Deputy Minister of Finance, dated 26th August, 1882, asking if he would kindly send him a statement showing payments made for the Company—out of proceeds of Land Grant Bonds to date.
10. Letter from the Acting Deputy Minister of Finance to Mr. Drinkwater, dated 28th August, 1882, enclosing statement asked for.
11. Statement of payments to Canadian Pacific Railway Company on Land Grant Bond Account to 29th August, 1882.
12. Letter from the Manager of the Bank of Montreal, Montreal, to the Minister of Finance, dated 7th September, 1882, informing him that the Canadian Pacific Railway Company had deposited the balance of the Land Grant Bonds up to \$20,000,000 (the other \$5,000,000 already in the hands of the Government at Ottawa), and advising that that day they took to account, in anticipation of October instalment, \$1,000,000—Nos. 13,001 to 14,000—proceeds \$920,000, at credit of Government through Ottawa Branch.
13. Letter from the Deputy Minister of Finance to the Secretary of Canadian Pacific Railway Company, dated 8th September, 1882, enclosing a copy of No. 12, and referring to No. 1 (9th January, 1882), and asking for information as to terms of sale of remaining \$10,000,000 of Bonds.
14. Letter from Mr. Drinkwater, Secretary Canadian Pacific Railway Company, to Deputy Minister of Finance, dated 14th September, 1882 (in letter, by mistake, 14th February), informing him that \$8,500,000 of the remaining \$10,000,000 of land grant bonds, had been sold to Canada North-West Land Company, to be taken and paid for in monthly instalments extending from 1st November, 1882, to 1st May, 1883, the purchasers to have the option of anticipating the payments. As soon as he was in a position to advise exactly when instalments would probably be paid he would give him full information on the subject.
15. Letter from Deputy Minister of Finance to Mr. Drinkwater, Secretary Canadian Pacific Railway, dated January 18th, 1883, calling attention to last letter (No. 14), and asking for any information he might have on the subject therein referred to; also at what rate the bonds were sold.
16. Letter from the same to the same, dated 8th February, 1883, asking for an answer to his letter of the 18th January.
17. Letter from Mr. Drinkwater, Secretary Canadian Pacific Railway Company, to Deputy Minister of Finance, dated 9th February, 1883, informing him that the greater part of the remaining \$10,000,000 were sold to the Canada North-West Land Company, who, at the same time, purchased the balance of the bonds then held by the Bank of Montreal, for account of a syndicate which purchased the first \$10,000,000; of these the Land Company have already taken up about \$3,700,000, of which \$2,735,000 have been paid to the Railway Company, on account of land purchased, and are in the hands of trustees, who now hold in all \$3,771,500 for cancellation. The Land Company have intimated a desire to postpone financial arrangements for taking up bonds held by Government until 1st May, next, when final call made upon their capital stock matures, paying interest upon amount meantime, and Railway Company proposes to meet their views in this respect. He could

not intimate exactly when further payment on bonds would be made. If money did not reach Government before it is earned by Company it simply involves delivery of proportionate amount. No doubt there will be a considerable withdrawal of bonds in early Spring.

18. Telegram from C. Drinkwater, to Deputy Minister of Finance, dated 1st February, 1883. Please send cheque for interest due on proceeds of Land Bonds.
19. Letter from Deputy Minister of Finance, to C. Drinkwater, Secretary Canadian Pacific Railway, dated 12th February, 1883, enclosing cheque for \$68,460.86, and also statement of Interest account to 31st December, 1882.

CORRESPONDENCE AS TO CANADIAN PACIFIC RAILWAY COMPANY LAND GRANT BONDS, 1882 AND 1883.

CANADIAN PACIFIC RAILWAY COMPANY,
No. 1. OFFICE OF THE SECRETARY, MONTREAL, 9th January, 1882.

SIR,—I have the honor to inform you that in accordance with the understanding arrived at with the Government, the Company, under the provisions of clauses 17 and 18 of its charter, resolved upon making an issue of Bonds secured upon the land granted to the Company, and is taking the necessary steps to give effect to the same.

The Bonds will mature on 1st October, 1931, and have coupons attached for interest at rate of 5 per cent per annum, payable semi-annually on 1st April and 1st October in each year, and as rapidly as they can be prepared they are being deposited with your Financial Agents, the Bank of Montreal, for custody. A receipt for deliveries which have been made from time to time, to the amount of \$7,000,000, is enclosed herewith.

As it is understood to be your wish that the \$5,000,000 of the Bonds to be held as security for the fulfilment of the Contract, should be deposited in your own vault Arrangements have been made with the Bank to deliver that amount of Bonds to you at Ottawa.

The Company has sold \$10,000,000 of the bonds, deliverable by instalments ninety-two per cent. on their par value, as under:—

November, 1881.....	\$1,000,000
January 4th, 1882.....	1,000,000
March 1st.....	1,000,000
May 1st.....	1,000,000
June 1st.....	1,000,000
July 1st.....	1,000,000
August 1st.....	1,000,000
September 1st.....	1,000,000
October 1st.....	1,000,000
November 1st.....	1,000,000

NOTE.—The purchasers have the option of calling for delivery prior to the dates.

The proceeds of this sale, as received, are placed to the credit of the Government by the Bank of Montreal.

Under its Charter the Company is entitled to receive from the Government of the proceeds of the sale of the said Bonds, the same number of dollars as the number of acres of the land subsidy earned by it, less one-fifth, that is, if the Bonds are sold at par, but if they are sold at less than par, then a deduction is to be made therefrom corresponding to the discount at which such Bonds are sold. And I now beg to make application for the proportion of such proceeds earned by the Company under:—

	Miles.
Length of main line, constructed between Winnipeg and Portage la Prairie.....	53

NOTE.—The actual distance is a little in excess of this, but the difference can be arranged in a subsequent account.

Main line completed west of Portage La Prairie.....	108
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Total.....	161
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Representing, at 12,500 acres per mile, 2,012,500 acres.

The \$10,000,000 of Bonds above referred to having been sold at a discount of 8 per cent. or 92 cents on the dollar, the Company is entitled to receive on the acreage just mentioned, the sum of..... \$1,851,500

Less one-fifth, to be retained by the Government, as provided in the charter..... 370,300

\$1,481,200

And I have the honor to request that the said sum of one million four hundred and eighty-one thousand two hundred dollars (\$1,481,200), may be paid to the Company.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

Hon. Sir LEONARD TILLEY, Minister of Finance.

To. 2.

BANK OF MONTREAL, MONTREAL, 9th January, 1882.

The Bank of Montreal have received from the Canadian Pacific Railway Company, Land Grant Bonds, of the denomination of \$1,000, to the value of \$7,000,000; the numbers of the said Bonds being from 0001 to 7,000 inclusive.

W. J. BUCHANAN, *General Manager.*

To. 4.

BANK OF MONTREAL, MONTREAL, 12th January, 1882.

SIR,—I have the honor to inform you that the Canadian Pacific Railway Company have paid into the Bank for the credit of the Government, the sum of 1,840,000 (eighteen hundred and forty thousand dollars), the proceeds of \$2,000,000 of the Company's Land Grant Bonds at 92 per cent., and the manager of this Bank at Ottawa, has been instructed to credit the Receiver General's account therewith.

I have the honor to be, Sir, your obedient servant,

W. J. BUCHANAN, *General Manager.*

Hon. Sir LEONARD TILLEY, K.C.M.G., Minister of Finance.

No. 5.

Statement of deposits and withdrawals of the Canadian Pacific Railway Company.

Deposits—1882:—January 13	\$1,840,000 00
February 10.....	460,000 00
March 2.....	460,000 00
May 3.....	920,000 00
June 2.....	460,000 00
June 3.....	460,000 00
	<hr/>
	\$4,600,000 00
Withdrawals:—January 14.....	\$1,481,200 00
June 12.....	368,000 00
June 24.....	184,000 00
	<hr/>
	\$2,033,200 00

CANADIAN PACIFIC RAILWAY COMPANY IN ACCOUNT WITH THE RECEIVER-GENERAL
OF CANADA.—*Land Grant Bond Account.*

1882.	Dr.	Cr.
January 13...By deposit		\$1,840,000 00
" 14...To amount paid.....	\$1,481,200 00	
February 10..By deposit		460,000 00
March 2		460,000 00
May 3		920,000 00
June 2.....		460,000 00
" 3		460,000 00
" 12.....To amount paid.....	368,000 00	
" 24....." "	184,000 00	
" 30.....To Balance.....	2,568,800 00	
	<hr/>	
	\$4,600,000 00	\$4,600,000 00
		<hr/>
June 30.....By balance.....		\$2,566,800 00

Finance Department, Ottawa, July 5th, 1882.

No. 12.

BANK OF MONTREAL, MONTREAL, 7th September, 1882.

DEAR SIR,—The Canadian Pacific Railway Company has deposited with the Bank, as fiscal agents of the Government, the balance of the Land Grant Bonds up to twenty million dollars (the other five million being already in the hands of the Government at Ottawa) and I have now to advise that to-day we take to account, in anticipation of the October instalment, \$1,000,000—being Nos. 13,001 to 14,000 proceeds \$920,000—at your credit through our Ottawa branch.

Your obedient servant,

Hon. Minister of Finance.

E. S. CLOUSTON, *Manager.*

No. 13.

OTTAWA, 8th September, 1882.

SIR,—I have the honor to enclose to you a copy of a letter from the Manager the Bank of Montreal, at Montreal, informing me that your Company has deposited with the Bank the balance of the Land Grant Bonds up to \$20,000,000.

At the present the only advice I have received from your Company regarding these bonds is that contained in your letter of the 9th January last, informing the Minister of Finance of the sale of \$10,000,000 at ninety-two, and giving the dates of delivery, and I have now to direct your attention to clauses 17 and 18 of your charter, and to ask you to inform me of the terms on which the remaining \$10,000,000 have been sold, and whether the bonds are deliverable at once or by instalments, and, if in the latter case, to inform me of the dates on which these instalments are payable.

I have the honor to be, Sir, your obedient servant,

J. M. COURTNEY, *Deputy Minister of Finance.*

C. DRINKWATER, Esq., Secretary, C. P. R. Co., Montreal.

CANADIAN PACIFIC RAILWAY COMPANY,
No. 14. OFFICE OF THE SECRETARY, MONTREAL, 14th February, 1882.

SIR,—I have the honor to acknowledge the receipt of your letter of the 8th inst., and in reply, I am instructed to inform you that \$8,500,000 of the remaining \$10,000,000 of Land Grant Bonds have been disposed of to certain parties representing the Canada North-West Land Company. The bonds are to be taken and paid for in monthly instalments extending from 1st November, 1882, to 1st May, 1883, but the purchasers have the option of anticipating the payments should they desire to do so. I am not at present in a position to advise you exactly when these instalments will probably be paid, but as soon as I am in a position to do so, will give you full information on the subject.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

J. M. COURTNEY, Esq., Deputy Minister of Finance.

No. 15. OTTAWA, 18th January, 1883.

SIR,—I have the honor to direct your attention to your letter of the 14th September last (dated by mistake 14th February) in reply to mine of 8th September, in which you inform me that \$8,500,000 of the remaining \$10,000,000 of Land Grant Bonds had been disposed of to certain parties representing the Canada North-West Land Co., the bonds to be taken and paid for in monthly instalments, extending from 1st November, 1882, to 1st May 1883, but the purchasers to have the option of anticipating the payments should they desire to do so. You further stated that you were not then in a position to advise me exactly when these instalments would probably be paid, but you would give full information on the subject as soon as you were in a position to do so. I have now the honor to ask you if you will be good enough to forward to me, as soon as possible, any information you may have on the subject as it is desirable that this Department should know when they may anticipate the receipt of the moneys. In answering the letter I shall be glad to be informed at what rate the bonds were sold.

I have the honor to be, Sir, your most obedient servant,

J. M. COURTNEY, *Deputy Minister of Finance.*

C. DRINKWATER, Esq., Secretary, C. P. R. Co., Montreal.

CANADIAN PACIFIC RAILWAY COMPANY.

No. 17.

OFFICE OF THE SECRETARY, MONTREAL, 9th February, 1883.

SIR,—In answer to your inquiry as to when payment of the Land Grant Bonds may be expected, I have to state that the greater portion of the remaining \$10,000,000 were sold to the Canada North-West Land Company, which came under obligation to take delivery of them about this time. The Land Company at the same time purchased the balance of the bonds that were then held by the Bank of Montreal for account of a Syndicate which purchased the first \$10,000,000; of these latter the Land Company have already taken up about \$3,700,000, of which \$2,735,000 have been paid to the Railway Company on account of the land purchased, and are in the hands of Trustees who now hold in all \$3,771,500 for the purposes of cancellation.

The land Company have intimated a desire to postpone financial arrangements for taking up the bonds held by the Government until the 1st of May next, when the final call made upon their capital stock matures, paying interest upon the amount meantime, and the Railway Company proposes to meet their wishes in this respect.

I am, therefore, unable with sufficient definiteness, I fear for your purpose, to intimate when a further payment on account of bonds will be made. Of course if the money does not reach the Government treasury before it is earned by the Railway Company, it simply involves on your part the delivery of a proportionate amount of bonds on each estimate.

There is no doubt, however, that there will be a considerable withdrawal of bonds in the early spring.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

J. M. COURTNEY, Esq., Deputy Minister of Finance.

[In accordance with the recommendation of the Joint Committee on Printing Letters Nos. 3, 6, 7, 8, 9, 10, 11, 16, 18 and 19 of the above Return are not printed.]

MEMORANDUM

(27d)

On the Progress of Construction of the Canadian Pacific Railway,—21st February, 1883.

See Appendix No. 3 of 27 e.

[In accordance with the recommendation of the Joint Committee on Printing the above Memorandum is not printed.]

REPORT

(27e)

Respecting the Canadian Pacific Railway, relating to:—

1. The selection of the route.
2. The progress of the work.
3. The selection or reservation of land.
4. The payment of moneys.
5. The laying out of branches.
6. The progress thereon.
7. The rates of tolls for passengers and freight.
8. The particulars required by the Consolidated Railway Act, and amendments thereto, up to the end of the previous fiscal year.
9. Like particulars up to the latest practicable date before the presentation of this Return.

CANADIAN PACIFIC RAILWAY.

OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 23rd February, 1883.

SIR,—Having been called upon to give as full information as possible upon subjects in connection with the Canadian Pacific Railway, and up to the latest date, I have the honor to submit the following documents:—

1. From the Honorable Minister's Report, dated 1st instant, page 10 to 13.
2. Statistical return made under the provisions of the Consolidated Railway Act and amendments thereto, for the last fiscal year, ended 30th June, 1882.
3. Report from the Secretary of the Company, describing the line through the Kicking Horse Pass, and asking approval of location by that route; also, from the President of the Company upon the same subject, dated 29th September, 1882; also, from Major Rogers, Engineer, in charge of the Mountain Region upon the same subject, dated 10th January, 1883, accompanying letter from the Secretary of the Company, dated 29th January, 1883; also from the Secretary of the Company, dated 21st February instant, giving a full review of their operations up to that date.
4. Passenger and Freight Tariff.
5. Reports of payments, etc., from the Financial Department.
6. Report from the Department of the Interior.

With respect to the works being executed by the Government, I may state that between Prince Arthurs' Landing and the Red River, the nature of the work is such that it cannot be advantageously carried on during winter, and hence very little progress has been made since the date of the Honorable Minister's Report (1st instant).

Between Kamloops and Emory the work is being vigorously prosecuted, both bridge works and grading, and the rails required to complete this section are now afloat.

The foregoing comprises the fullest information in the possession of the Department.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

APPENDIX No. ONE.

TO LETTER OF THE CHIEF ENGINEER OF THE CANADIAN PACIFIC RAILWAY, DATED 24TH FEBRUARY, 1883.

CANADIAN PACIFIC RAILWAY.

Page X to Page XIII. Annual Report of Honorable Minister of Railways and Canals, dated 1st February, 1883.

Under the terms of the contract entered into in 1881 with the Canadian Pacific Railway Company, the Government have undertaken to construct the line, between—Prince Arthur's Landing on Lake Superior, and Red River;—and between Savona's Ferry, at the foot of Lake Kamloops, and Port Moody, in British Columbia; and the Company, on their part, have undertaken to construct, within a specified time, the line between Callander Station, their eastern terminus at the east end of Lake Nipissing, and Prince Arthur's Landing; also, between Red River and Savona's Ferry: the whole line to be the property of the Company, and to be maintained and operated by the said Company.

Trunk Line:—The following distances are calculated on a route running through the city of Winnipeg, and by the Kicking Horse Pass, if approved:—

	Miles.
1. From Callander (120 miles west from Pembroke) to Prince Arthur's Landing, an estimated distance of.....	650
2. From Prince Arthur's Landing to Winnipeg.....	433
3. From Winnipeg, <i>via</i> Kicking Horse Pass, to Savona's Ferry (at the foot of Kamloops Lake) an estimated distance of.....	1,259
4. From Savona's Ferry to Port Moody.....	215

Approximate length of the trunk line between Callander and Port Moody on the Pacific... 2,557 miles.

In addition to the line of the Canada Central Railway between Ottawa and Callander, a distance of 228 miles, which was acquired last year by the Canadian Pacific Railway Company, they have now purchased and operate the portion of the line of the Quebec, Montreal, Ottawa and Occidental Railway between Ottawa and Montreal, a distance of 119 miles; being an addition of 347 miles incorporated into their main line system, making the total approximate distance between Montreal and Port Moody, 2,904 miles.

The section of road, 120 miles, between Pembroke and Callander for the construction of which the Canada Central Railway was subsidized by the Government to the extent of \$12,000 a mile, is nearly completed, only a small amount of ballasting filling, etc., remaining to be done. The road for a distance of 94 miles between Pembroke and Mattawa is under traffic, and the remainder is in use for the transport of materials and supplies for the construction of the line west from Callander.

PROGRESS OF WORKS UNDER GOVERNMENT.

The branch line from Emerson to Winnipeg, 65 miles, and the main line from Winnipeg, eastward to Telford, 94 miles, having been transferred to the Company under the Order in Council of the 9th of April, 1881, the portions of the railway the completion of which under the contract, remained to be carried out by the Government at the beginning of the fiscal year, 1881-82, were as follows:—

From Prince Arthur's Landing to Telford.....	339 miles.
From Savona's Ferry to Port Moody.....	215 do
	<hr/> 554 do

Under an Order in Council of the 12th of January, 1882, a subsection of road 40 miles in length between Telford and a point near Rat Portage, was transferred to the Company.

On the remaining distance, between Prince Arthur's Landing and Rat Portage, the following is the position of the road :—

The subsection, 6 miles, between Prince Arthur's Landing and Fort William, though not ballasted, is in a fair condition for the passage of trains.

The adjoining subsection, 112 miles, between Fort William and English River, though completed has suffered from subsidence in embankments, which with certain of the older structures, must be renewed and made good.

The track on the next subsection, between English River and Eagle River, 114 miles, was laid throughout by the 25th of August, 1881, and the works are drawing near completion. The line has been used for construction and supply trains during the present season.

From Eagle River to Keewatin (Rat Portage), 67 miles, the works have made good progress, the track having been laid throughout by the 19th of June (1882). The filling up of ravines now crossed by trestle bridges, the erection of station buildings, ballasting, and some minor masonry, comprise all remaining to be done.

Of the works in British Columbia, between Savona's Ferry and Port Moody, 215 miles, the subsection between Port Moody and Emory's Bar, 85½ miles, has been placed under contract, and the works, commenced in the spring of 1882, are being vigorously prosecuted. The contractors for the remaining distance have so far advanced as to have over 22 miles of track laid from Emory's Bar, east, comprising some of the heaviest work yet done on the railway.

The iron bridge superstructure to span the Fraser River near Lytton is now being manufactured.

PROGRESS OF WORKS UNDER THE CANADIAN PACIFIC RAILWAY COMPANY.

The works to be executed by the Company under their contract are as follows:—

From Callander to Prince Arthur's Landing, an estimated distance of.....	650 miles.
From Winnipeg to Savona's Ferry, an estimated distance of	1,259 do
	<hr/> 1,909 do

Main Line, Eastern Section, (From Callander to Prince Arthur's Landing.)—From Callander, westward, for a distance of 82 miles, up to the River Wahnapiæ, the line has been located, and upon the first 40 miles, up to Sturgeon River, the track has been laid, while the grading and bridging for a similar distance are in a forward state.

Main Line, Central Section, (From Red River to Kamloops.)—Upon this section the Company, up to the date of last year's report, had completed 163 miles of road west from Winnipeg.

Surveys were then in progress by the Company in the Mountain District, having in view the finding of a pass which would give a shorter route than that by the Yellow Head Pass, the route contemplated in their contract.

By an Act passed last Session authority was given as follows :—

"The Canadian Pacific Railway Company may, subject to the approval of the Governor in Council, lay out and locate their main line of railway from Selkirk to the junction with the western section by way of some pass other than of Yellow Head Pass, provided that the pass be not less than one hundred miles from the boundary between Canada and the United States of America."

The location of the line up to the South Saskatchewan River, a distance of about 660 miles from Winnipeg, has received approval, and on this distance the Company have now, up to the end of January, 1883, completed 581 miles of road.

In October last the opening of the line for traffic up to Regina, a distance, according to the published time tables of the Company, of 356 miles, was authorized.

Subsidy.—Under the ninth section of their contract it was provided as follows:—“Upon the construction of any portion of the railway hereby contracted for, not less than 20 miles in length, and the completion thereof so as to admit of the running of regular trains thereon, together with such equipment thereof as shall be required for the traffic thereon, the Government shall pay and grant to the Company the money and land subsidies applicable thereto.” Under a series of Orders in Council, based upon certificates of the Chief Engineer, portions of the said subsidies have, from time to time since the commencement of the work, been paid to the Company upon such completion of an extent of road, amounting, for both the Eastern and Central Sections, to 601 miles.

Tariff.—Under an Order in Council dated the 29th of April, 1881, a tariff of charges for freight and passengers on the Canadian Pacific Railway was approved, and has since been in force; a revision of this tariff is now under consideration.

BRANCH LINES.

In addition to the subsidy for their main line, the Company have, under their contract, the right to receive a grant, in so far as it is vested in the Government, of the land required for road-bed, stations, etc., in the construction of branch lines.

The Company have under construction the following branches:—The Sault Ste. Marie and the Pembina Mountain or South-Western.

Pembina Mountain or South-Western.—The Company have constructed a branch about 100 miles in length, extending in a south-westerly direction from Winnipeg west of Red River, to Pembina Mountain, and this branch is now in operation.

A sub-branch, 13 miles long, extends from this line to Gretna (formerly known as Smuggler' Point) on the International boundary.

Sault Ste. Marie.—This branch has been located by the Company from Algoma Mills (Lake Huron) up to the Wahnapiat River, a distance of about 100 miles, and they have carried on works of grading and bridging during the summer upon the first 60 miles from Algoma Mills.

A branch known as the Stonewall Branch, about 22 miles in length, between Winnipeg and Stonewall, originally formed part of the Government line west from Winnipeg, and was taken over by the Company at cost price.

APPENDIX No. TWO.

TO THE LETTER OF THE CHIEF ENGINEER OF CANADIAN PACIFIC RAILWAY, DATED 24TH FEBRUARY, 1883.

Number Eight.

RETURN REQUIRED BY THE MINISTER OF RAILWAYS AND CANALS, SHOWING THE CONDITION OF THE CAPITAL AND REVENUE ACCOUNT, &c., &c., OF THE CANADIAN PACIFIC RAILWAY, FOR THE YEAR ENDING 30TH JUNE, 1882.

Location and general description of the Canadian Pacific Railroad, showing the County or Counties through which the road runs, the terminal points, connections, if any, and giving a general description of the line and the country through which it passes.

Main Line east from Winnipeg.

Terminal points, Winnipeg and Rat Portage, distance 135 miles. Crossing the Red River at Winnipeg, it runs along the easterly side in a north-easterly direction.

through the parishes of Kildonan, St. Andrew's and St. Clements. Level country, open prairie and meadow lands about twenty-two miles, then easterly to Rat Portage, through about fifteen miles of poplar brush and open, patches of meadow lands, spruce, swamp, and dry ridges of better timber for thirty-six miles, then open muskeg and rock bluffs to Rat Portage. Connection is made at St. Boniface with the Pembina branch of the Canadian Pacific Railway. This portion of the main line rises gradually from the point where the direction changes easterly, till at Cross Lake, it attains an elevation of about 300 feet above prairie level of Red River. Gradients not exceeding fifty-three feet per mile ascending westerly, and twenty-six feet per mile ascending easterly. Curves not exceeding 4°, except where leaving Winnipeg to cross the Red River a 6° 30' curve is used. Roadbed, principally embankment, full ballasted, well drained, structures principally wooden.

Main Line, west from Winnipeg.

Terminal points, Winnipeg and Oak Lake. Distance, 165 miles. Runs through the Counties of Selkirk, Marquette, Portage and Norfolk, crossing the Assiniboine River at Brandon. From Winnipeg the line runs in a northwesterly direction for about thirty-five miles, thence south-westerly to Portage la Prairie, thence in a general westerly direction to Oak Lake. Character of country for first sixty-three miles from Winnipeg, all open prairie, thence through poplar bush for next twenty-one miles, at which point the line begins to ascend, passing through sand hills with occasional level stretches for sixteen miles, thence over undulating open prairie to Oak Lake, crossing the Assiniboine River at Brandon. Grades not exceeding 40' per mile. Curves not exceeding 3°. From Oak Lake westward, main line under construction, about sixty-seven miles of track laid to 30th June, 1882.

Pembina Branch Canada Pacific Railway.

Terminal points, Emerson and St. Boniface. Distance sixty-eight miles: Runs along the east side of Red River through the Counties of Morris and Provencher in a northerly direction from Emerson to the junction with the main line of the Canadian Pacific Railway at St. Boniface, passing through open country and meadow lands. Road-bed and embankment 17 feet in width on top, full ballasted, good drainage, principally timber structures; grades not exceeding 10' per mile; curves not exceeding 2° except at junction with main line where 5° curve is used. Connection at Emerson with St. Paul, Minneapolis and Manitoba Railway.

Eastern Division.

Running from Brockville on the St. Lawrence through the Counties of Leeds and Grenville, Lanark and Renfrew, to Pembroke and Mackay's, with a branch from Smith's Falls to Perth, and from Carleton Place to Ottawa in the County of Carleton, thence to Montreal, passing through the Counties of Ottawa, Argenteuil, Two Mountains, Terrebonne, Laval, Jacques Cartier and Hochelaga.

RETURN by the Canadian Pacific Railway of the Capital Account of said Railway; also the Revenue and Expenditure, &c., for the year ended 30th June, 1882,

No. 1—CAPITAL ACCOUNT.

	Authorized.	Subscribed.	Paid up.	Rate of Interest or Dividend.
Total amount of Ordinary Share Capital.....	25,000,000	5,000,000	5,000,000	6 p. c.
do do Canada Central.....		984,400	984,400	
do Ordinary Bonds, Canada Central.....	3,402,000	3,402,000	3,402,000	
do Government Bonuses.....	25,000,000		2,210,000	
do do Can. Central.....	1,440,600		1,085,600	
do Municipal Bonuses.....		270,000		
do do Canada Central.....		345,000	75,000	
do Subscription to Shares do			42,500	

No. 2.—LOANS OR BONUSES FROM GOVERNMENTS OR MUNICIPALITIES.

Dominion Government, \$25,000,000 ; 25,000,000 acres of land.

Municipalities, none yet paid.

No. 3.—BONDS OR OTHER SECURITIES NEGOTIATED BY THE COMPANY.

Amounts.	Rate of Interest.	Date of Sale.	Prices Realized.
\$25,000,000.....	5 per cent. land grant bonds.	{ October, 1881. July, 1882.....	\$.92 .98½

No. 4.—SALES OF LANDS MADE BY THE COMPANY.

Acres Sold.	Price per Acre.	Amount.
To settlers.....447,360	\$2.50 less rebate.	\$1,118,400 0
Companies.....319,120	5.00 do	1,595,600 0
Total.....766,480		\$2,714,000 0

No. 6.—CHARACTERISTICS OF ROAD, ETC.

Winnipeg to Rat Portage.....	135 miles.
“ “ Oak Lake.....	165 do
Mackay's to Brockville and Ottawa.....	198 do
Ottawa to Montreal.....	120 do
Pembina Branch, Winnipeg to Emerson.....	68 do
Stonewall Branch, “ “ Stonewall.....	22 do
Smith's Falls Branch, Smith's Falls to Perth.....	12 do
Aylmer Branch, Ottawa to Aylmer.....	9 do
Laurentian Branch, St. Therèse to St. Lin.....	15 do
St. Eustache Branch, “ “ St. Eustache.....	8 do
St. Jérôme Branch, “ “ St. Jérôme.....	13¾ do

763¾

Estimated length of line under construction by Company :—

West of Callander.....	650
“ Winnipeg.....	1,188
	1,838
South-Western Branch.....	113
	1,951

Mileage under Traffic.

Length of road laid with iron rails.....	109¼ miles.
do do steel rails.....	634½ do
do sidings	
do double track (if any)	
Weight of rail per yard, main line, iron.....	56 and 58 lbs.
do do do steel.....	56 and 57¼ lbs.
do do branches, iron.....	56, 58 and 75 lbs.
do do do steel.....	56 and 57¼ lbs.

Number of engine houses and shops.....	12
do engines owned by the Company.....	118
do do hired.....	
do first class passenger cars owned by the Company.....	40
do first class passenger cars hired.....	
do second class and emigrant cars owned by the Company.....	18
do second class and emigrant cars hired.....	
do baggage, mail and express cars owned by the Company.....	25
do baggage, mail and express cars hired.....	
do cattle and box freight cars owned by the Company.....	580
do cattle and box freight cars hired.....	
do platform cars owned by Company.....	2,063
do do hired.....	
do coal cars owned by Company.....	
do do hired.....	
do ties to mile, main line.....	2,640
do do branches ...	2,640
Nature of fastenings used to secure joint or rail, fish plate and some chairs	
Number of grain elevators.....	1
Capacity of do at Brockville.....	16,000 bus.
Number of level road crossings at which watchmen are employed.....	2
Number of level road crossings without watchmen...	350
do overhead bridges.....	8
Height of do above rail level.....	18 to 19 ft.
Number of level crossings of other railways.....	1
do junctions with other railways.....	5
do do branch lines.....	7
Radius of sharpest curve.....	630
Number of feet per mile of heaviest gradient.....	50
Gauge of railway.....	4 ft. 8½ in.

No. 7.—ACTUAL COST OF RAILWAY AND ROLLING STOCK.

1. Cost of land and land damages.....	\$39,952 41
2. Cost in connection with administration of Land Grant in aid, if any	85,198 03
3. Cost of grading, masonry and bridging station building, &c., &c.....	3,450,196 39
4. Cost of Rolling Stock of all kinds.....	2,424,339 64
5. Engineering.....	296,731 30
6. Lines and branches acquired on Eastern Division.	8,710,000 00

Total.....\$15,005,417 70

The above total to show the real cash cost of Construction and Rolling Stock.

No. 8.—OPERATIONS OF THE YEAR AND NUMBER OF MILES RUN.

1. Miles run by Passenger Trains.....	317,841
2. do Freight Trains.....	544,929
3. do Mixed Trains.....	51,473
4. Total Miles run by Trains.....	937,243
5. do Engines.....	

6. Total number of Passengers carried.....	388,785½
7. do Tons Freight (of 2,000 lbs) carried...	634,153
8. Average rate of speed of Passenger Trains.....	22½ miles.
9. do Freight Trains.....	15 "
10. Average weight of Passenger Trains in motion.....	
11. do Freight Trains in motion.....	

No. 9.—DESCRIPTON OF FREIGHT CARRIED.

	Weight in Tons.
1. Flour in Barrels No. 40,006	3,994
2. Grain in Bushels, No. 3,937,166	36,438
3. Live Stock, No. 49,137	21,150
4. Lumber of all kinds, excepting Firewood, Ft. 136,164,- 645	139,830
5. Firewood, No. of Cords of 128 Cubit Ft. 12,532	15,937
6. Manufactured Goods.....	144,236
7. All other articles.....	313,568

Total weight carried..... 635,153

No. 10.—EARNINGS OF THE RAILWAY.

1. From Passenger Traffic.....	\$596,824 78
2. From Freight Traffic.....	890,384 60
3. From Mails and Express Freight.....	39,273 73
4. From other sources.....	19,730 82

Total..... \$1,546,213 93

No. 13.—OPERATING EXPENSES.—MAINTENANCE OF LINE, BUILDINGS, &c.

1. Wages, &c., of labor employed on track, including sidings.....	\$160,296 31
2. Cost of iron rails and fastenings.....	
3. Cost of steel rails and fastenings.....	17,711 10
4. Ballasting	922 44
5. Repairs of bridges and culverts.....	13,371 61
6. Repairs and renewals of buildings.....	8,250 44
7. Repairs of fencing.....	3,655 25
8. Clearing snow.....	51,278 81
9. Engineering superintendence.....	
10. Maintenance of docks.....	590 17
11. Renewal of ties.....	9,948 70
12. Repairs to telegraph.....	1,715 86

Total..... \$276,940 69

Working and Repairs of Engines.

1. Wages of enginemen, firemen and cleaners	\$ 97,389 55
2. Cost of coal for fuel.....	33,508 07
do wood do	140,113 28
3. Repairs of engines and tenders.....	64,526 01
4. Oil, tallow, waste, etc., for engines.....	11,266 18
5. Pumping engines.....	11,844 08
6. Repairs of tools and machinery.....	6,505 24
7. Superintendence.....	
8. Incidental shop expenses.....	12,963 68

Total..... \$378,116 09

Working and Repairs of Cars.

1. Wages and material for repair of passenger cars....	\$21,094 98
2. do do freight cars and snow ploughs.....	35,787 69
3. Superintendence	
Total.....	\$56,882 67

General and Operating Charges.

1. Office expenses, including directors, auditors, management, travelling expenses, stationery, &c.	\$105,329 79
2. Station agents, clerks, porters, &c.....	136,327 04
3. Conductors, baggagemen and brakemen.....	88,011 11
4. Compensation for personal injuries.....	
5. Loss or damage to freight	2,138 42
6. Cattle killed.....	1,857 50
7. Cost of ferries and ferry-boats.....	
8. Cost of foreign agencies.....	
9. Small stores, including lights, lamps and signals...	52,470 14
10. All other charges.....	20,709 35
11. Mileage of foreign cars.....	29,519 54
Total.....	\$436,359 89

No. 14.—SUMMARY OF OPERATING EXPENSES.

Maintenance of line, buildings, &c.....	\$276,940 69
Cost of working and repairs to engines	378,116 09
Cost of working and repairs to cars	56,882 67
Cost of general operating expenses	436,359 89

Total cost of operating railway.....\$1,148,299 34

The above statement to include the full cost of operating the railway, and the total to correspond with the published return of the company.

No. 15.—ACCIDENTS.

Cause of Accident.	Passengers.		Employees.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Fell from cars or engine.....								
Jumping on or off trains or engine when in motion.....								
Walking, standing, lying, sitting or being on track.....			1		2	1	3	1
At work on or near the track, making up trains								
Putting arms or heads out of windows								
Coupling cars				3				3
Collision, or by trains thrown from track.....								
Explosions								
Striking bridges								
Total			1	3	2	1	3	4

THE following is a Statement of the date of each Accident, the place where it occurred, the train, the cause and the extent inflicted upon each person, and the name of such person.

Date.	Name and Place.	Nature of Accident or Cause.
1882.		
Jan. 28.....	C. Cleary, Cobden	Hand jammed coupling cars.
Feb. 17.....	W. Kidd, Ottawa Yard	do do
do 18.....	T. Burke do	Under influence of liquor, walking on track, run over by freight train.
do 22.....	G. Cauty do	Arm smashed coupling cars.
Mar. 22.....	J. Radwell, half mile west of Weston's Station.	Under influence of liquor, lying beside track, head jammed, not serious.
April 28.....	Jas. Shore, one mile east of Stitsville Station.	Under influence of liquor, lying on track.
June 24.....	W. O'Connell, Sand Point	Wheels passed over head, while lying under car asleep at meal hour.

NAMES AND RESIDENCES OF DIRECTORS AND OFFICERS OF THE COMPANY.

Geo. Stephen, President, Montreal.
D. McIntyre, } Vice-Presidents, Montreal.
R. B. Angus, }
J. J. Hill, St. Paul, Minn.
H. S. Northcote, London, England.
J. de Reinach, Baron, Paris, France.
P. du P. Grenfell, London, England.
C. D. Rose, do do.
Hon. D. A. Smith, Montreal.
J. S. Kennedy, New York.
Charles Drinkwater, Secretary and Treasurer, Montreal.
W. C. Van Horne, General Manager, do.
Jas. C. James, Chief Engineer, Winnipeg.
W. B. Smellie, Consulting Engineer, Montreal.
Archer Baker, General Superintendent, (E. D.) Montreal.
J. M. Egan, do (W. D.) Winnipeg.

SECTION OF THE RAILWAY BUILT BY THE GOVERNMENT.

LOCATION and General Description of Canadian Pacific Railroad, showing the County or Counties through which the Road runs, the Terminal Points, Connections, if any, and giving a General Description of the Line and the Country through which it passes.

Main Line, Prince Arthur's Landing to Red River.

Prince Arthur's Landing to the Red River, including the Pembina Branch:—

Main line.....	432 miles in length.
Colville Branch.....	1½ " "
Pembina Branch.....	65 " "
	498½ " "

This line runs from Prince Arthur's Landing to Fort William, a distance of 51 miles, from thence to Wanbigan Lake, following along its north shore, thence to Eagle Lake, traversing its north shore, thence to Rat Portage, a distance of 29 miles. thence to Selkirk, 113 miles, and from thence to the curving of the Red River opposite Winnipeg, 21 miles.

Colville Branch, Selkirk to Colville Landing, $1\frac{1}{2}$ miles in length.
Pembina Branch, from the crossing of the Red River, opposite Winnipeg, to Emerson (national boundary), 65 miles.

Main Line, Savona's Ferry to Port Moody.

Commencing at Savona's Ferry (Kamloops), and following the South Thompson to thence following the Frazer River to the Pie River, thence crossing to Port Moody, a distance of 215 miles.

No. 1.—CAPITAL ACCOUNT.

Total amount of Government bonuses, \$28,000,000 authorized. \$17,884,116 paid up.

No. 2.—LOANS OR BONUSES FROM GOVERNMENTS OR MUNICIPALITIES.

Dominion Government, amount of bonus granted, \$28,000,000.

No. 3.—BONDS OR OTHER SECURITIES NEGOTIATED BY THE COMPANY.

(Government nothing to enter.)

No. 4.—SALES OF LANDS MADE BY THE COMPANY.

(Government nothing to enter.)

No. 6.—CHARACTERISTICS OF ROAD, &c.—Under Construction.

	Miles.
Length of main line from Prince Arthur's Landing to Red River opposite Winnipeg.....	432
Length of main line from Savona's Ferry to Port Moody....	215
Length of Colville Branch from Selkirk to Colville Landing	$1\frac{1}{2}$
Length of Pembina Branch from St. Boniface to Emerson..	65
Total mileage	713 $\frac{1}{2}$
Length of road laid with iron rails.....	
" steel rails.....	713 $\frac{1}{2}$
" siding with steel rails.....	20
" double track (if any).....	
Weight of rail per yard, main line, iron.....	
" " " steel.....	57 $\frac{1}{4}$ "
" " branches, iron	"
" " " steel	57 $\frac{1}{4}$ "
Number of engine houses and shops	4
" ties to mile, main line.....	2,500
" " branches	2,500
Nature of fastening used to secure joint or rail.....	} fish plates
Number of level road crossings without watchmen.....	
" overhead bridges.....	85
Height of underhead bridges above rail level.....	
Number of level crossings of other railways	
" junctions with other railways.....	1
" " branch lines.....	2
Radius of sharpest curve.....	637
Number of feet per mile of heaviest gradient	53
Gauge of railway.....	4 ft. 8 $\frac{1}{2}$ in.

No. 7.—ACTUAL COST OF RAILWAY AND ROLLING STOCK UNDER CONSTRUCTION.

Cost of grading, masonry and bridging, station building, &c., \$17,884,116.

Cost of rolling stock of all kinds, including workshops, (Government do not supply it.)

No. 8.—OPERATIONS OF THE YEAR AND NUMBER OF MILES RUN.

(Not operated by Government.)

No. 9.—DESCRIPTION OF FREIGHT CARRIED.

(None operated by Government.)

No. 10.—EARNINGS OF THE RAILWAY.

(None operated by Government.)

No. 11.—GENERAL TARIFF OF TOLLS ESTABLISHED BY THE COMPANY.

(None by Government.)

No. 12.—SPECIAL RATES OF TOLLS ESTABLISHED BY THE COMPANY.

(None by Government.)

No. 13.—OPERATING EXPENSES.—MAINTENANCE OF LINE, BUILDINGS, &c.

(Not under traffic by Government.)

WORKING AND REPAIRS OF ENGINES.

(Not operated by Government.)

WORKING AND REPAIRS OF CARS.

(Not operated by Government.)

OPERATING EXPENSES.—GENERAL AND OPERATING CHARGES.

(Not operated by Government.)

No. 14.—SUMMARY OF OPERATING EXPENSES.

(Not operated by Government.)

APPENDIX NO. THREE.

TO LETTER OF THE CHIEF ENGINEER OF THE CANADIAN PACIFIC RAILWAY, DATED 24TH FEBRUARY, 1883.

Report from the Secretary of the Canadian Pacific Railway Company, dated 15th September, 1882.

Report from the President of the Canadian Pacific Railway Company, dated 29th September, 1882.

Report from Major Rogers, Engineer in charge of the Mountain Region, dated 10th January, 1883.

Report from the Secretary of the Canadian Pacific Railway Company, dated 21st February, 1883.

CANADIAN PACIFIC RAILWAY COMPANY.
OFFICE OF THE SECRETARY, MONTREAL, 15th September, 1882.

SIR,—In accordance with the Act of last Session, which provides that the Canadian Pacific Railway Company may, submit to the approval of the Governor in Council, lay out their line through the Rocky Mountains by way of some pass other than the "Yellow Head Pass," provided that the pass be not less than one hundred miles from the boundary between Canada and the United States. I have the honor, by order of the Directors, to request that the route by way of Kicking Horse Creek and across the Selkirk Range *via* Beaver Creek, as described in the enclosed sketch, may be approved by His Excellency in Council. I have the pleasure to state that the Engineer charged with the duty of exploration has reported that a line can be built by this route with practicable grades. He reports that the grade on each side of the summit, for say twenty miles, would be about two feet per chain or 105.6 feet per mile, and that if a tunnel were constructed instead of crossing the summit it would be about two and a-half miles long and would not materially diminish the grades. The summit is represented as being admirably adapted for the location of a depot for marshalling trains, being practically level for a distance of about three-quarters of a mile.

As an illustration of the practicability of the grades by the proposed route. I may state the Directors are informed that the maximum grades on both the Central and Southern Pacific lines are 2.15 feet per chain or 114 ft. per mile. It is worthy of note that while this Company has succeeded in finding a line across the mountain ranges with a lighter maximum gradient than that of any of the other Pacific lines, the maximum grades are embraced within a distance of 40 miles, which has a very important bearing upon the economical operation of a railway. I am further instructed to say that the Directors will be ready to furnish any other information in their power which the Government may desire with respect to the proposed pass.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary*.

Hon. Sir CHARLES TUPPER, Minister Railways and Canals.

MONTREAL, 29th Sept, 1882.

SIR,—Since the Engineer in charge of the mountain surveys of this Company, Major A. B. Rogers has reported a practicable and reasonably direct route through the Selkirk Range, a statement in a connected form of the character of the entire mountain section from the Eastern base of the Rocky Mountains to Lake Kamloops may be of interest and value.

In his report upon the mountain surveys of 1881 Major Rogers says:—"The route selected for location passes up the Bow River to its junction with Bath Creek, thence up Bath Creek westerly about five miles, thence south-westerly about one mile to the Summit Lake, which is about one-half mile in length, and from which the water flows both easterly and westerly, and lying about four or five miles further east than is shown on the map as the summit of the Rockies; thence down the east branch of the Kicking Horse to the main stream, which is followed to the Columbia River.

"From the result of the survey, as far as made, I can safely assure a descent from the summit to the Columbia River with a grade not to exceed eighty feet to the mile, with an easier grade up Bow River and Bath Creek to the summit."

In his verbal report on this section Major Rogers said he expected to reduce the grades to sixty-six feet to the mile, and the latest advices from his chief assistant, Mr. Hurd, indicates that east of the summit, at least, the grades will not exceed sixty feet to the mile.

In his report on the exploration of 1881, Major Rogers further says: "I have made a reconnaissance from Kamloops easterly to the summit of the Selkirk Range, and from general observation and barometric readings can safely report a grade not to exceed sixty-six feet to the mile between Kamloops and the North Fork of the Illi-cille-want, and from thence to the summit of the Selkirks not to exceed eighty feet to the mile.

It was Major Rogers' chief task this year to connect the two lines described, and he has succeeded in doing so with a line ascending westerly for a distance of twenty miles to the summit of the Selkirks at the rate of $105\frac{6}{10}$ feet per mile, and descending the western slope at the same rate for the same distance, the two heavy grades being connected at the summit by a comparatively level section three-quarters of a mile in length.

It may therefore be safely stated that, with the exception of the Selkirk range the maximum grades east of Kamloops Lake will be eighty feet to the mile, with a strong probability that these will be reduced to sixty-six feet to the mile, and considering the fact that the heavy grades in the Selkirk Range are embraced within a comparatively short distance, their disadvantage is very little as compared with the great saving in through distance. It may be remarked at the same time that these gradients, in the Selkirks, are about ten feet to the mile lighter than the maximum of the Union Pacific Railway.

I am, Sir, your obedient servant,

GEO. STEPHEN, *President.*

P. S.—Since writing the above I have received a further letter from Major Rogers, dated Columbia River, August 24th, from which the following is an extract:

"I have to-day returned from a trip east, seeing all the parties. Davis, running east from summit of Rocky Mountains, is getting a splendid line. After crossing Bow River his maximum grade being 0.7 per chain, or thirty-seven feet per mile. He has located about twenty-five miles.

"Hudson working from summit westerly down the Kicking Horse, has not done well, having located only about three and one-half miles and run down about fifteen miles of preliminary line in addition.

"McMillan running from the summit in the bend of the Kicking Horse westerly is getting a 1 per cent. or 52.80 grade, and good work. His work after the first eight miles is rough, as must be expected in such a gorge.

"I have great hopes of confining all heavy grades (exceeding 52.80 per mile) to within twenty miles of the two summits, (the Rockies and Selkirks).

Hon. J. H. POPE, Acting Minister Railways and Canals.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 29th January, 1883.

SIR,—I have the honor to enclose for the information of the Honorable Minister of Railways copy of a report, dated 10th inst., of Major Rogers, on the survey and explorations conducted by him in the Rocky Mountains between Fort Calgary and Kamloops, during the past year.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

WINNIPEG, 10th January, 1883.

DEAR SIR,—I beg to submit the following report on the progress of the surveys of the Mountain Division of the Canadian Pacific Railway between Fort Calgary and Kamloops Lake.

At the close of the preliminary work in 1881, I left a party under D. McMillan on the Columbia River, at the mouth of the Kicking Horse, with instructions to make such surveys and explorations during the winter as the weather would permit.

For the prosecution of the work in 1882, I arranged to send three full engineering parties under Mr. F. Hurd, principal assistant, by way of Fort Benton and Fort Calgary to the Rocky Mountain Pass; one of the parties under F. P. Davis to commence location from the summit eastward, another under H. S. Huson from the summit westward, and the third under F. W. Aylmer to proceed to the Columbia River to cut trails, and commence exploratory work in the Selkirk Range. With Aylmer were a number of extra men to fill out McMillan's party.

I left St. Paul at the end of March, and proceeded to the Columbia River by the way of San Francisco, Portland, Pend d'Oreille Lake, and the Kootenay River. I purchased supplies at San Francisco and Walla-Walla sufficient for the season's work in the Columbia Valley, and arrived at McMillan's camp at the mouth of the Kicking Horse River on the 20th of May.

From November 20th to the middle of January, McMillan, with nine men, had been engaged in getting supplies down the Columbia on toboggans, (the river having frozen exceptionally early, preventing the use of canoes). After this he had run a preliminary line down the Columbia about seven miles, and up the Kicking Horse about ten miles, and had made a trial location of about six miles.

On the 22nd of May I started from the camp on the Columbia for the Selkirk Mountain, but was unable to cross the range, owing to very high water in all the mountain streams.

Returning, I crossed the valley of the Spillamucheen, striking the Columbia about forty miles above the mouth of the Kicking Horse, finding a very good route for a pack trail from the Columbia River to Beaver Creek, and reaching camp on the 6th of June. I remained at the camp until June 26th, making examinations of the line and awaiting the arrival of supplies which had been delayed by high water between Pend d'Oreille Lake and Kootenay Ferry, many bridges having to be repaired and some new ones built.

On the 30th June I started for the summit of the Rocky Mountains to meet Aylmer's party, from whom I had not heard since leaving Winnipeg. On July 3rd I found Hurd and Aylmer, with eighteen men, encamped at the bend of the Kicking Horse, making preparation for rafting across the river, and learned that the two parties under Huson and Davis had commenced the work of location from the summit on the 19th of June. I sent Mr. Hurd back to look after the work of these parties and to forward supplies to Aylmer, and sent six of Aylmer's men to join McMillan.

On July 4th the rafting of men and supplies across the Kicking Horse River was completed. The following day was spent in cutting trails, and on the 6th I started with four of Aylmer's men for the Columbia to raft supplies and then to go into the Selkirks, Aylmer and the rest of his men to remain and complete the trail to the Columbia.

On Monday, July 17th, I started from the Columbia with two white men and three Indians, for another trip into the Selkirks by the way of Beaver Creek, and on the 24th I had succeeded in finding a practicable line across the summit and into the east branch of the Ille-cille-want and returned to camp on the 6th of August.

On the 8th of August I sent Aylmer's party to open a trail to the summit of the Selkirks, and to make a survey from the summit easterly. He succeeded in cutting the trail; but owing to the great amount of fallen timber and other difficulties encountered, he was so late in reaching the summit that the snow prevented any attempts at an instrumental survey, and he returned, reaching the Columbia about October 20th.

I left the Columbia on August 10th, and met Huson with his party at Otte Creek, about seventeen miles west of the summit of the Rocky Mountains. He had nearly completed his preliminary line to that point.

On the 17th, I arrived at Davis's camp opposite the east end of Castle Mountain, about twenty-one miles east of the summit, and found that he had located an excellent line from the summit to that point, one that will require very few alterations.

On the 18th, Mr. Hurd arrived at Davis's camp. I left Davis' camp on my return to the Columbia on August 19th, Mr. Hurd accompanying me.

On the 20th, I found Huson's party four miles west of the summit preparing to commence location. On the 23rd, I reached McMillan's camp, ten miles east of the Columbia.

From this time until late in October, I was engaged in arranging for supplies, in examining the different lines and in exploring the country, and on the 27th of October I started east, across the Rocky Mountains, met Hurd near the summit of the Bow River and found Davis at work about forty miles east of the summit. Huson had left the mountains for the winter, and had gone to Padmore. After arranging for a continuation of the surveys eastward to Calgary during the winter, I started for Winnipeg by the way of Calgary and the end of track, reaching Winnipeg on November 24th.

General Results.

As a general result of the work up to 5th November, when I left Padmore at the eastern base of the Rocky Mountains, I may report that the location had been completed from the summit of these mountains eastward, along Bath Creek and the Bow River, for a distance of forty miles, and also from the summit westerly, following the east branch of the Kicking Horse River, a distance of eight miles—the latter section covering the heaviest work descending to the Columbia.

From the end of this location a preliminary survey has been made for about 10 miles, ending in the bottoms of the Kicking Horse River. The line follows the bottoms for a distance of twelve miles to where McMillan's survey begins, and as the work on this section is light, and no difficulties are encountered either as to grade or curvature, no instrumental survey has as yet been made. McMillan's line from the bend of the Blackberry River in the Columbia Valley, about $27\frac{1}{2}$ miles is simply a trial location, and will be re-run and greatly improved.

From the first crossing of the Columbia the line enters the Selkirk Range by way of Beaver Creek, which it follows in a southerly direction about 16 miles, and then runs westerly up a branch of the same creek, between four and five miles, then south-westerly over the divide, three miles to the east fork of the Illecillewaut, then down the east fork of the Illecillewaut to the main stream which it follows to the second crossing of the Columbia opposite Eagle Pass.

The 40 miles of line located from the summit of the Rocky Mountains eastward is in very easy work, affording light grades and good alignment. The descent from the summit eastward is at the rate of 75 feet per mile for the first five miles, and for the remainder of the distance, the maximum is 37 feet to the mile, and while the surveys eastward to Fort Calgary have not yet been completed, I have reason to believe that the maximum gradients may be confined within the figures last named.

From the summit of the Rocky Mountains descending westerly to the Columbia Valley, a maximum gradient of 90 feet to the mile can be secured, but it would involve excessive curvature, a large increase in distance and in cost, and twice the time in construction, and inasmuch as helping engines will be required in any case, I have thought it best to adopt a heavier and shorter grade, and the shortest practicable line. This section of the line, as located, is in very heavy work, which cannot be avoided, but it is very direct, and the heavy gradients (116 feet per mile) are confined within a comparatively short distance.

Owing to the shortness of the season the difficulties and delays encountered in reaching the work, and to high water in the mountain streams, and the enormous

ount of labor involved in cutting trails, no instrumental survey of the line across the Selkirk Range has as yet been possible.

I have, however, thoroughly examined the line and ascertained the altitudes by repeated barometric observations, which have been carefully checked, and I feel entirely safe in reporting a practicable line through this range, and with maximum gradients of 105·6 feet per mile, but, in this case also, I would recommend the use of gradients of 116 feet per mile, in order to avoid some points where dangerous snow slides are to be feared.

The work through the Selkirks will be very heavy and expensive, but I believe that the increased cost will be fully justified by the great saving in distance and in the cost of operation.

From my investigation of the line between the Selkirk Range and Kamloops, I am confident that no heavier gradients than 52·8, or at most, 60 feet per mile are to be expected. The heavy gradients in the mountain section of the line, which will in some cases exceed those of the Central Pacific Railway, will be grouped in three short sections; one from the summit of the Rocky Mountains down toward the Columbia River, 20 miles; another of 20 miles up the east slope of the Selkirks, and another of 20 miles down the west slope of the Selkirks, toward the second crossing of the Columbia. At the summit of the Selkirks, between the ascending and descending grades there is a comparatively level interval of about three-quarters of a mile which is admirably adapted to the requirements of a station for marshalling trains.

The economical advantages of the consolidation of the heavy gradients where climbing engines will be required, is too apparent to require any special comment here, but I may say that, in this respect, the Canadian Pacific will compare most favorably with any of the other Pacific Railways. I may add that on the Northern Pacific gradients as high as 128 to 130 to the mile are used.

The surveys from the summit of the Rocky Mountains eastward to Fort Calgary will probably be completed during the present month. The altitude of the line at the summit of the Rocky Mountains does not exceed 5,500 feet above the sea level, and at the summit of the Selkirks it does not exceed 4,500 feet.

Submitted herewith are plans and profiles as follows:—

Plan (No. 1) and profile (No. 1 A and 1 B) of location from Rocky Mountains eastward.....	40 miles.
Plan (No. 2) and profile (No. 2) from summit of Rocky Mountains westward.....	8½
Profile (No. 3) preliminary line on Kicking Horse River.....	11
Plan (No. 3) and profile (No. 4), trial location from bend of Kicking Horse River to Columbia River.....	27½

Very truly yours,

A. B. ROGERS, *Engineer Mountain Division, C.P.R.*

C. VANHORN, Esq., General Manager C. P. R.

CANADIAN PACIFIC RAILWAY COMPANY.

MONTREAL, 21st February, 1883.

SIR,—I am instructed by the Board of Directors to submit the following memorandum relating to the progress of construction of the Canadian Pacific Railway.

On the Eastern Division, owing to the broken nature of the country, its difficulty of access and the necessity of extensive surveys which consumed much time very rapid progress with the work of construction has been impossible up to this time, but the track is now laid on the main line from Callander westward to the Sturgeon River, a distance of forty miles. The grading is nearly completed for an additional distance of twenty miles and is well advanced on a further section of ten miles.

Beyond this much work has been done in the way of clearing and road-making, 2,311 men and 173 teams are now employed on this work and it is expected that the grading will be completed and the track extended about 100 miles farther west during the present year.

On the Algoma Branch, which diverges from the main line a short distance west of the Wahnapiatae River and thence follows a very direct line to Algoma Mills, Lake Huron, a distance of about 100 miles, the track has been laid from Algoma eastward twenty-five miles, and the grading on the remainder of the line is so far advanced as to justify the belief that it will be completed and ready for operation by the end of the present season. This branch will afford a summer connection with the main line west from Thunder Bay, pending the completion of the Lake Superior section of the railway. 1,050 men and eighty teams are employed on this branch at the present time.

During the past season active operations were commenced from Prince Arthur's Landing on Thunder Bay eastward to the Nipigon River. The grading is already well advanced and several miles of track have been laid, and it is expected that by the end of the present year the track will have been laid to a point nearly, or quite 100 miles east from Prince Arthur's Landing. There are now employed on this section 1,150 men and 100 teams, and this force will be increased on the opening of navigation.

The preliminary surveys of the remainder of the line north and east of Lake Superior have been completed, and prove, beyond a doubt, the feasibility of the line sought by the Company very near the north shore of the lake. The final location of this line is proceeding rapidly, and it is the intention of the Company to vigorously attack the work at all accessible points in the early spring.

Much of the work on this section is very heavy, but keeping in view the comparative value of the shortest possible through line, as well as the capitalized value of the saving in the cost of operation, the Company have here, as on all other sections of their line, chosen the shortest possible route, notwithstanding a largely increased immediate outlay.

On the Western Division, at the close of the year 1881, the track had been laid on the main line from Winnipeg to Flat Creek (now Oak Lake Station), a distance of 166 miles, and the grading was nearly completed for a further distance of about fifty miles.

On the South-Western and Pembina Mountain Branch, about eighty-eight miles of grading had been completed and 3·39 miles of track laid.

Track-laying on the main line was recommenced in March, 1882, but owing to the incomplete condition of the grade of the year before and to heavy snows in the early spring, and to the interruption of traffic by floods during April and May, rapid progress could not be made until late in June, and on account of the unusual lateness of the spring and the delay to men and supplies by the floods, grading was not commenced until the last week in May, from which time it continued until the 13th of November, when it was terminated by frost, the road-bed having then been completed continuously to a point ten miles west of the Indian Farm, north of the Cypress Hills, and to within about fifty miles of the crossing of the South Saskatchewan River. Several sections, aggregating about seventeen miles, were also completed between this point and the Saskatchewan Crossing.

From the beginning of work in the spring until the end of June, 68·89 miles of main track were laid, and from that date track-laying proceeded rapidly. At the end of the year 417·91 miles of main track and 28·30 miles of side track had been laid, bringing the completed line to a point 584·82 miles west of Winnipeg, and within eighteen miles of the end of the finished grade over which the track will be laid as the weather will permit during the present winter.

It will be noted with interest that, notwithstanding the supposed severity of the winter climate in the North-West, track-laying was carried on throughout the month of December, and 30·79 miles were laid during that month, as an average of 14 miles for each working day.

On the South-Western and Pembina Mountain Branch about twenty-five miles of grading was done during the past year to complete the roadway and twenty-two miles of new grade was made for the purpose of carrying the line through the town of Morris.

Track-laying recommenced on this branch, August 15th, and was completed December 7th, 109 $\frac{2}{10}$ miles of main track and 21 $\frac{3}{10}$ miles of sidings having been laid during that time.

A branch line from Winnipeg to Selkirk twenty-three miles in length, was commenced late in the season. This will be completed and the track will be laid upon it before the coming midsummer.

A line twenty-miles in length from the South-Western Branch to Emerson is contemplated for the present season.

The permanent location of the main line is completed from the present end of the grade to Fort Calgary and nearly completed from that point to and beyond the summit of the Rocky Mountains, and it is the intention of the Company to push their main line forward during the present year a distance of at least 325 miles and well into the mountains.

Important progress has been made in the surveys west of the summit of the Rocky Mountains as shown by the accompanying report of Major A. B. Rogers, Engineer-in-Chief of the Mountain Section, and the feasibility of a reasonably direct line across the Selkirk Range has been determined. The importance of the great saving in distance by this line cannot be over-estimated. It affords a line across the continent materially shorter than that from New York to San Francisco by way of the Union and Central Pacific Railways, and places beyond a doubt the ability of this Company to compete successfully for the trans-continental freight and passenger traffic. The massing of the heavy gradients within a very short distance in the Mountain section is another most favorable feature of this as compared with the other Pacific lines.

In the construction of their lines the Company have in all cases kept in view their economical and efficient operation. On the eastern section the maximum gradients are 52 $\frac{8}{10}$ feet to the mile, and from Winnipeg west to the summit of the Rocky Mountains they will not exceed 40 feet to the mile, except in a few instances, where gradients of 52 $\frac{8}{10}$ feet per mile have been temporarily adopted for the purpose of expediting the work. Short breaks in the grade line have been avoided, and great care has been taken to secure the longest possible tangents. The embankments have been made 14 feet wide at formation level, and on the prairie section they are built well above the surface of the country in order to avoid trouble from snow. The earthwork on the prairie section averages 15,300 cubic yards per mile. All truss bridges are of steel or iron of unusual strength, resting on stone piers and abutments, and all structures of every kind are of a superior description. Cross ties of the best material obtainable (chiefly tamarac) have been used at the rate of 2,640 per mile, and steel rails of the best quality weighing 56 lbs. to the yard have been laid throughout. The fastenings, fixtures and appliances are all of the most approved description.

The rolling stock of the Company is first-class in every respect and is not surpassed in character by that of any railway in America. Large additions have been made to it during the past year as shown by the following statement, and many locomotives and passenger and freight cars are now under contract:—

Added in 1882. Jan. 1st, 1883.

Locomotives.....	111	146
Passenger cars.....	56	87
Baggage, mail and express cars.....	18	27
Sleeping and parlor cars.....	6	6
Business and other special cars.....	3	6
Box and stock freight cars.....	712	1003
Platform cars.....	2427	3449
Conductors' cars.....	70	73
Tool, wrecking and other auxiliary cars.....	8	9

Extensive shops have been erected in Montreal for the manufacture of locomotives and passenger cars. These will be in operation in the early spring. Shops of large capacity, for the manufacture of freight cars, were erected and put in operation at Perth during the past year, and general repair shops of the best class have been built and equipped at Winnipeg.

A first-class telegraph line has been constructed on the main line and all of its branches.

In order to afford ample facilities for the business of the country, stations have been established at average intervals of eight miles.

The statements appended hereto, relating to the past season's construction in the North-West, may be found of interest, in view of the magnitude of the work.

It will be observed that in fifty-three consecutive working days, from 20th of July to 20th September, 165 73·100 miles of main track, and 8 90·100 miles of sidings, a total of 174 63·100 miles were laid on the main line, being an average of 3·13 miles of main track for each working day, and, including sidings, 3·29 miles per day.

In conclusion, I am instructed to say that from the information now before the Directors have no hesitation in stating that the main line will be completed continuously from Montreal to Kamloops, in British Columbia, by the end of the year 1886.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary*

Hon. Sir CHARLES TUPPER, K.C.M.G., Minister Railways and Canals.

CANADIAN PACIFIC RAILWAY—Western Division.—Memorandum of Work done in 1882.

	Total Quantity of Earth moved.	Main Track laid.	Main Track and Sidings laid.	Average Main Track laid per working day.	Average Main Track and Sidings laid per working day.
Main Line—	Cubic yds.				
March					
April					
May	52,657				
June	738,170	68·89	70·69		
July	1,053,326	64·16	68·66	2·47	64
August	1,387,169	85·96	91·76	3·18	40
September	1,386,500	71·36	77·06	2·74	90
October	1,237,847	59·45	63·35	2·29	44
November	299,198	38·30	43·90	1·47	69
December	1,775	29·79	30·79	1·10	14
Additional earthwork, widening and raising embankments sub- sequent to track-laying	92,000				
Total	6,248,642	417·91	446·21		
South Western and Pembina Mountain Branch	572,500	109·62	111·81		
Selkirk Branch	73,854				
Additional earthwork, widening and raising embankments be- tween Winnipeg and Oak Lake.	616,000				
Additional sidings east of Oak Lake			26·80		
Total	7,510,996	527·53	584·82		

Miles of Telegraph Line constructed with one wire.....	181
do do two wires.....	714½
do do four wires.....	1½

897 miles, or 1,613 miles wire.

Miles of right of way fence built.....	105 ⁴ / ₁₀
Freight and passenger depots	32
Water stations, complete.....	18
Section houses	21
Coaling stations	8
Engine sheds	3
Portable depots, tool houses and other buildings.....	92
Number of cross ties used.....	1,548,604
Timber in bridges	3,396,285
Piles in bridges	246,169

RECORD of Track-laying—Main Line—Canadian Pacific Railway, 1882.

p to June 30	68-89	Aug. 1	3-85	Sept. 1	3-35	Oct. 1	Sunday.	Nov. 1	2-54	Dec. 1	2-05
iding....	1-80	2	3-60	2	3-64	2	1-72	2	2-57	2	1-17
Total...	70-69	3	3-02	3	Sunday.	3	1-78	3	2-75	3	1-51
		4	3-52	4	3-41	4	1-68	4	1-12	4	2-01
		5	3-35	5	2-27	5	.....	5	Sunday.	5	.....
uly 1	2-50	6	Sunday.	6	2-35	6	1-33	6	2-65	6	.....
2	Sunday.	7	3-09	7	3-16	7	2-57	7	1-10	7	.....
3	2-10	8	2-85	8	3-75	8	Sunday.	8	1-99	8	1-86
4	2-23	9	3-11	9	3-18	9	2-90	9	1-93	9	1-06
5	2-14	10	2-61	10	Sunday.	10	2-71	10	.....	10	Sunday.
6	1-63	11	2-51	11	3-49	11	2-75	11	.....	11	1-52
7	2-10	12	2-92	12	3-33	12	2-54	12	Sunday.	12	1-80
8	1-34	13	Sunday.	13	2-84	13	1-57	13	1-61	13	.....
9	Sunday.	14	3-37	14	3-03	14	2-73	14	1-46	14	1-28
10	2-12	15	3-11	15	3-43	15	Sunday.	15	2-10	15	1-51
11	1-78	16	2-73	16	3-33	16	2-99	16	1-85	16	1-44
12	2-18	17	2-94	17	Sunday.	17	3-05	17	1-02	17	1-57
13	2-01	18	1-67	18	3-58	18	2-35	18	2-05	18	1-12
14	1-97	19	4-07	19	2-31	19	2-73	19	Sunday.	19	1-78
15	2-65	20	Sunday.	20	1-57	20	2-97	20	2-01	20	1-50
16	Sunday.	21	3-35	21	.....	21	2-52	21	2-05	21	1-52
17	2-29	22	2-95	22	2-61	22	Sunday.	22	1-87	22	1-70
18	3-07	23	2-95	23	2-31	23	2-82	23	1-89	23	1-44
19	2-73	24	3-26	24	Sunday.	24	2-86	24	2-01	24	1-00
20	2-85	25	3-54	25	2-42	25	2-76	25	1-70	25	1-14
21	3-01	26	3-39	26	2-24	26	3-09	26	Sunday.	26	1-74
22	2-35	27	Sunday.	27	2-48	27	2-54	27	1-40	27	1-52
23	Sunday.	28	3-09	28	2-75	28	1-25	28	.....	28	1-31
24	3-18	29	4-05	29	2-56	29	Sunday.	29	1-74	29	1-08
25	3-18	30	3-48	30	1-97	30	2-76	30	1-99	30	1-68
26	2-01	31	3-58	Side track...	5-70	31	2-48	Side track	5-60	Side track	1-00
27	3-24	Side track...	5-80			Side track	3-90				
28	3-11										
29	2-90										
30	Sunday.										
31	3-49										
Side track...	4-50										
Total ...	68-66	Total...	91-76	Total...	77-06	Total	63-35	Total	43-90	Total	30-79

APPENDIX No. FOUR.

TO LETTER OF THE CHIEF ENGINEER OF THE CANADIAN PACIFIC RAILWAY, DATED 24TH FEBRUARY, 1883.

Number Seven.

FREIGHT AND PASSENGER TARIFF.

SPECIAL ARTICLES and rates.—Agent will not charge more for less than a car load of any of the articles named below, than would be charged for a car load. A freight taken at these rates must be loaded and unloaded by the owner.

- No. 1.—Grain, mill stuffs and potatoes in bulk or in bags, in car loads of not over 20,000 lbs., taken at owner's risk of shortage, except when caused by collision or accident.
- No. 2.—Flour, meal and common lime in barrels, ninety barrels or more.
- No. 3.—Salt, cement, water lime, stucco and sand plaster in barrels, sixty barrels or more.
- No. 4.—Lumber, shingles, laths, fence posts and rails, telegraph poles, timber and saw logs in car loads, not exceeding 20,000 lbs. Long timber requiring more than one car to transport it, will be charged 30 per cent. additional. At these rates the road will not be responsible for deficiency in quantity. For less than a car load fourth class rates at estimated weights.
- No. 5.—Live stock in car loads, at owner's risk, to be receipted for at shipper's count, more or less.
- No. 6.—Agricultural implements, furniture, household goods, machinery, hay presses, farm waggon, wooden pumps, earthen and stone-ware, doors, sashes and blinds, waggon stock in rough and wooden-ware, drain tile, building paper, nails in kegs, wood in shape, unfinished, pork, ham, bacon, in barrels in car loads of not over 20,000 lbs., at owner's risk of damage or loss.
- No. 7.—Coal, coke, brick, sand, stone, iron ore, pig iron, shingle stave bolts, staves and heading, tanner's bark, hoops, hoop and hop poles, pressed hay, railroad iron, chairs and spikes, bones, hoofs and horns, saw dust and ice in car loads of not over 20,000 lbs.

Hay will be taken only at the convenience of this railway, and at owner's risk of fire.

Locomotives and tenders, 35 cents per mile, passenger and baggage cars, 15 cents per mile, freight cars, box, 10 cents, and flats, 8 cents per mile, when hauled by freight trains on their own wheels.

FREIGHT—Local Mileage Tariff.

DISTANCE IN MILES.	MERCHANDISE.				SPECIAL RATES.						
	1.	2.	3.	4.	1.	2.	3.	4.	5.	6.	7.
	Class per 100 lbs.	Class per 100 lbs.	Class per 100 lbs.	Class per 100 lbs.	Per 100 lbs.	Per barrel.	Per barrel.	Per car.	Per car.	Per car.	Per 100 lbs.
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	\$ cts.	\$ cts.	\$ cts.	cts.
0 ... 5	9	7	6	5	4	10	10	5 00	7 00	7 00	3
5 ... 10	11	9	7	6	5	10	11	6 00	8 00	8 00	5
10 ... 15	13	10	8	6	5	10	13	6 50	9 00	9 00	4
15 ... 20	15	12	9	7	5	10	15	7 00	10 00	10 00	5
20 ... 25	17	14	11	8	5	10	17	8 00	11 00	12 00	5
25 ... 30	19	15	12	9	5	10	18	9 00	12 00	15 00	6
30 ... 35	21	16	13	10	6	12	19	10 00	13 00	16 00	6
35 ... 40	22	17	13	11	7	14	22	11 00	14 00	17 00	6
40 ... 45	23	18	14	12	7	14	23	12 00	15 00	18 00	6½
45 ... 50	24	19	15	12	8	16	23	12 50	16 00	19 00	7
50 ... 55	25	20	16	13	8	16	24	13 00	18 00	20 00	7
55 ... 60	26	21	16	13	8	16	25	14 00	19 50	22 00	7
60 ... 65	27	22	17	14	8	16	26	15 00	21 00	24 00	7½
65 ... 70	28	22	18	14	10	20	27	16 00	22 00	25 00	8
70 ... 75	29	23	19	15	11	22	28	17 00	23 00	26 00	8
75 ... 80	30	24	19	15	11	22	30	18 00	24 00	28 00	8
80 ... 85	31	25	20	15	12	24	32	19 00	25 00	30 00	8
85 ... 90	32	26	20	16	12½	25	34	20 00	26 00	34 00	8½
90 ... 95	33	27	21	17	13	26	35	22 00	27 00	34 00	9
95 ... 100	34	27	22	17	13	26	36	22 50	27 50	34 00	9
100 ... 105	35	28	23	18	14	28	37	23 00	28 00	35 00	10
105 ... 110	36	29	24	18	14	28	38	23 50	28 50	36 00	10
110 ... 115	37	30	25	19	14	28	39	24 00	29 00	37 00	11
115 ... 120	38	31	25	19	15	30	40	24 50	29 50	38 00	11
120 ... 125	39	32	26	20	15	30	41	25 00	30 00	39 00	11
125 ... 130	40	33	26	21	15	30	41	25 50	30 50	40 00	12
130 ... 135	41	33	27	21	16	32	42	26 00	31 00	41 00	12
135 ... 140	42	34	27	21	16	32	42	26 50	31 50	42 00	13
140 ... 145	43	35	28	22	16	32	43	27 00	32 00	43 00	13

FREIGHT—Through Tariff.

BETWEEN AND	MERCHANDISE.				SPECIAL RATES.						
	1.	2.	3.	4.	1.	2.	3.	4.	5.	6.	7.
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per barrel.	Per barrel.	Per car.	Per car.	Per car.	Per 100 lbs.
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	\$ cts.	\$ cts.	\$ cts.	cts.
Dominion City.....	3	3	2	2	2	4	9	3 00	4 00	5 00	2
Arnaud.....	5	5	4	4	3	6	11	4 50	4 50	7 50	3
Dufrost.....	9	8	7	6	4	8	15	7 00	8 00	10 00	4
Otterburn.....	10	9	8	7	5	10	15	8 50	9 50	11 50	4
Riverville.....	13	11	10	8	5	10	17	8 50	11 50	13 50	5
St. Norbert.....	16	13	12	9	6	12	19	8 50	13 50	15 50	5
St. Boniface.....	18	15	13	10	7	14	19	10 50	15 50	17 50	6
Birds Hill.....	21	18	17	12	8	16	20	11 00	18 00	20 00	7
Gonor.....	22	19	18	12	8	16	20	12 50	19 50	21 50	7
Elkirk.....	25	22	21	14	9	18	22	13 00	22 00	24 00	8

* Freight must be prepaid.

NOTE.—Emigrant's moveables in car load lots, will be charged one-half Special Rates, No. 6; in less than car load lots, one-half First Class Rates.

PASSENGER TARIFF.

A uniform rate of three cents per mile.

Emigrants going into the country on through tickets, one and a-half cents per mile.

APPENDIX No. FIVE.

TO LETTER OF THE CHIEF ENGINEER OF THE CANADIAN PACIFIC
RAILWAY, DATED 24TH FEBRUARY, 1883.

Number Nine.

REPORTED STATEMENT OF THE FINANCE DEPARTMENT OF THE PAYMENTS TO THE
CANADIAN PACIFIC RAILWAY COMPANY, DATED 24TH FEBRUARY, 1883.

CANADIAN PACIFIC RAILWAY COMPANY in account with the Government of Canada.

CURRENT ACCOUNT.

1882.		\$	cts.	1882.		\$	c.
July 1	To Balance	780,736	09		By Deductions from amounts payable to the Company as under :—		
Dec. 31	Interest on account current from 9th January, 1882, to date	21,989	35	Dec. 7	.....	22,500	0
				do 7	.....	93,825	0
				do 12	.....	183,675	0
				do 19	.....	127,500	0
				do 21	.....	72,500	0
					By Deductions (on account of interest) from the amount payable to the Company.....	11,036	0
				1883.			
				Feb. 12	By Deductions from the amount payable to the Company in payment of balance of interest on account current, to 31st Dec., 1882.....	10,952	0
				do 21	By Balance.....	280,736	0
		802,725	44			802,725	0
1883.							
Feb. 21	To Balance	280,736	09				

CANADIAN PACIFIC RAILWAY COMPANY in account with the Government, &c.—*Con.*

SUBSIDY ACCOUNT.

1882.					
July 18	To Cash paid on account of 20 miles Prairie Section.....				200,000 00
do 27	do do 20 do				200,000 00
Aug. 2	do do 20 do				200,000 00
do 14	do do 40 do				400,000 00
do 22	do do 20 do				200,000 00
do 26	do do 20 do				200,000 00
Sept. 14	do do 20 do				200,000 00
do 20	do do 20 do				200,000 00
Oct. 2	do do 20 do				200,000 00
do 11	do do 20 do				200,000 00
do 14	do do 20 do				200,000 00
do 19	do do 20 do				200,000 00
do 26	do do 20 Lake Superior Section.....				307,692 20
Nov. 4	do do 20 Prairie Section.....				200,000 00
do 16	do do 20 do				200,000 00
do 22	do do 20 do				200,000 00
Dec. 11	do do 20 do				200,000 00
1883.					
Jan. 30	do do 20 do				200,000 00
Feb. 16	do do 20 Lake Superior Section.....				307,692 20
					<hr/> 4,215,384 40

RAILS ADVANCE ACCOUNT.

1882.		\$	cts.	1882.		\$	cts.
July 1	To Balance	375,000	00		Repayment by the Company on account of amount ad- vanced for rails :—		
	Amount paid the Com- pany, under the terms of their contract, for rails :—			July 27		75,000	00
do 20	.....	375,000	00	Aug. 15		93,750	00
do 22	.....	300,000	00	do 22		75,000	00
Aug. 2	.....	53,500	00	do 28		11,250	00
do 16	.....	50,625	00	Oct. 12		56,250	00
Oct. 7	.....	116,325	00	do 14		75,000	00
do 19	.....	127,500	00	do 20		75,000	00
do 20	.....	2,101	20	Nov. 4		75,000	00
do 21	.....	83,536	80	do 16		75,000	00
do 26	.....	30,000	00	do 23		75,000	00
do 30	.....	75,000	00	Dec. 12		75,000	00
1883.				1883.			
Jan. 26	.....	78,750	00	Feb. 16		45,000	00
Feb. 2	.....	136,875	00		By Balance	1,116,213	00
do 5	.....	59,250	00				
do 14	.....	60,000	00				
		<hr/> 1,922,463	00			<hr/> 1,922,463	00
do 21	To Balance	1,116,213	00				

CANADIAN PACIFIC RAILWAY COMPANY in account with the Government, &c.—*Cont.*

LAND GRANT BOND ACCOUNT.

1882.			\$	cts.	1882.		\$	cts.
	To Amount paid the Com-				July 1	By Balance	2,566,800	00
	pany under the terms of					Amount received from the		
	their contract, viz. :—					Company on account of		
July 18	On completion of 20 miles of					sale of bonds :—		
	road.....		184,000	00	do 4	.....	920,000	00
do 28	do 20 do .		184,000	00	Aug. 1	.....	460,000	00
Aug. 2	do 20 do .		184,000	00	do 2	.....	460,000	00
do 14	do 40 do .		368,000	00	Sept. 4	.....	920,000	00
do 23	do 20 do .		184,000	00	do 9	.....	920,000	00
do 30	do 20 do .		184,000	00	Nov. 3	.....	920,000	00
Sept. 14	do 20 do .		184,000	00				
do 21	do 20 do .		184,000	00				
Oct. 4	do 20 do .		184,000	00				
do 16	do 40 do .		368,000	00				
do 19	do 20 do .		184,000	00				
do 27	do 20 do .		141,537	95				
Nov. 6	do 20 do .		184,000	00				
do 18	do 20 do .		184,000	00				
do 24	do 20 do .		184,000	00				
Dec. 11	}		325	00				
do 12			183,675	00				
1883.								
Jan. 2	do 20 do .		184,000	00				
do 16	do 20 do .		141,537	95				
	To Balance		3,571,724	10				
			7,166,800	00			7,166,800	00
	To Amount paid the Com-				Feb. 21	By Balance	3,571,724	10
	pany for interest on above							
	account, to 31st Dec., 1882		79,413	41				

[illegible]

E. & O. E.

OTTAWA, 8th February, 1883.

APPENDIX No. SIX.

TO LETTER OF THE CHIEF ENGINEER OF THE CANADIAN PACIFIC
RAILWAY DATED 24TH FEBRUARY, 1883.

Number Nine.

Memorandum.

OTTAWA, 24th February, 1883.

In accordance with Mr. Bradley's note of this morning, I have the honor to submit the following summary of the contents of the papers prepared by this Department in relation to Mr. Blake's resolution of last Session, respecting the Canadian Pacific Railway.

1. On the 7th June, 1882, Mr. Drinkwater, Secretary of the Canadian Pacific Railway Company, was informed that in case the Company should desire to lay out a town-plot about any station on an even-numbered section, the Minister of the Interior would consent, on the understanding that the town site should be disposed of on joint account with the Government.

2. On the 28th June, 1882, Mr. Drinkwater enclosed to the Minister of the Interior a tracing showing land belonging to the Government at Selkirk, from which it was proposed to take material to be used in the construction of the Canadian Pacific Railway, as provided for by the Company's charter—Clause 19—and the Railway Act, and stating that he was directed to ask that an Order in Council should be passed authorizing the Company to occupy the said land and to remove therefrom earth, gravel and clay for such purposes.

3. On the 21st June, 1882, Mr. Drinkwater submitted a map showing the location of the Canadian Pacific Railway between the western boundary of Manitoba and Moose Jaw Creek, informing the Department that the limits of the Company's land, as understood by their Land Commissioner, had been marked on the map which was submitted for approval, and asking to be informed at as early a date as possible whether the limits so marked on the map were correct and satisfactory to the Department; and on the 10th July he renewed his application by telegram and letter. On the 29th July, an understanding having been verbally arrived at in the meantime between Mr. Drinkwater and the Department as to the manner in which the land grant along the Railway should be defined, his application for the approval of the map already referred to was renewed, and on the 1st August, the request was complied with.

4. On the 24th October, 1882, an Order in Council was passed on the recommendation of the Minister of the Interior, submitting that, according to the best information the Canadian Pacific Railway Company could obtain, the odd-numbered sections in the 48 mile belt then available would not give the Company more than six millions of acres of their land grant, and perhaps considerably less than that quantity, and that this statement was apparently well founded. That the Company represented that immigration into the North-West was so scattered over the whole country that it would become more and more uncertain where they could obtain their land grant when earned; and that the Company expressed their anxious desire that a district might be reserved from sale, out of which they could depend upon getting at least one half of their land grant, or twelve and a-half millions of acres. In view of the foregoing representations the Minister of the Interior recommended that as the desire of the Company was a reasonable one, the odd numbered Sections contained in the area comprised between the 52nd and 54th degrees of latitude, and between the 104th and 116th degrees of longitude, and amounting approximately to about nineteen millions of acres, exclusive of the portion reserved for the Hudson Bay Company and school lands, should be reserved for the present from sale, so as to enable the Government to give to the Company half of their land grant. On the 30th October, a copy of this Order in Council was communicated to the Canadian

Pacific Railway Company, and on the 1st November, Mr. Drinkwater acknowledged receipt of the same.

5. On the 3rd November, 1882, an Order in Council was passed, on the recommendation of the Minister of the Interior, submitting that the Company had earned 6,204,807 acres of land under their contract, from which was deducted one-fifth—being 1,240,961·40 acres, and setting forth that in the railway belt between Winnipeg and Calgary, not more than 5,000,000 acres in all were available in the odd-numbered sections, leaving a considerable deficiency which the Company suggested should be made up from the lands lying south of the main line of the railway.

Authority was therefore granted that the odd-numbered sections in the interval between the northern limit of the belt of land reserved by Order in Council for the Manitoba South Western Colonization Railway on the south, the Coteau or Dirt Hills on the west, the southern limit of the belt of the main line of the Canadian Pacific Railway on the north, and the original western boundary of the Province of Manitoba on the east, and containing approximately 2,500,000 acres, should be allotted to the Canadian Pacific Railway Company in part payment of the amount of the land grant already earned by them; the said allotment to apply only to such sections as were then vested in the Government, and to be subject to any legal or equitable claims on the part of any corporations, companies or persons whomsoever. On the 8th of the same month, a copy of this Order was transmitted to the Company, and on the 10th and 22nd respectively, letters were addressed to the Department by the Secretary of the Company, objecting to the deduction of one-fifth of the land grant, on the ground that one-fifth of the issue of twenty-five millions of dollars of land grant bonds being the alternative security provided for by the Canadian Pacific Railway Act—had been deposited with the Government, and claiming that the Company were entitled to all the available odd-numbered sections, not only in the territory covered by the Order in Council, but also in the tract lying between the Red River on the east, the International Boundary on the south, the original western boundary of the Province of Manitoba on the west, and the southern limit of the belt of the Canadian Pacific Railway on the north, in order to make up the difference between the area of land actually earned and the available area along the line of railway. On the 13th December, the Minister of Finance was requested to inform the Minister of the Interior, to what extent the Canadian Pacific Railway Company had availed themselves of the provisions of Section 17 of the Act, 44 Vic., chap. 1, empowering them to issue Land Grant Bonds for \$25,000,000.

And in reply a letter was received from the Deputy Minister of Finance on the following day, stating that the Company had deposited with the Government Land Grant Bonds to the extent of \$5,000,000, that they had placed on the market \$10,000,000 further of bonds at the rate of 92, the whole proceeds of which (\$9,200,000) had been deposited with the Government, and that the Finance Department had been informed by the Company in a letter dated the 14th November, 1882, that \$8,500,000 of the remaining \$10,000,000 had been disposed of to certain parties representing the Canada North-West Land Company, and that the Finance Department had retained and holds one-fifth of the proceeds of the bonds that have been deposited with the Department out of the payments made to the Company from time to time, as provided by Section 18 of the Act. On the 19th January, 1883, the Order in Council of the 3rd November, 1882, was amended by adding a clause providing for the relinquishment by the Government of one-fifth of the land earned by the Company, and on the 25th of the same month the authority of Council was obtained to grant to the Company all the odd-numbered sections lying between the belt of the main line of the Canadian Pacific Railway and the International Boundary, and between the Red River and the original western boundary of the Province of Manitoba, in part payment of the land grant already earned by them, such grant to be subject to all legal or equitable claims on the part of all corporations, companies or persons whomsoever. Copies of these Orders were duly communicated to the Company.

This is a summary of the leading facts disclosed by the correspondence and Orders in Council of record in this Department called for by Mr. Blake. The return

from this Department also includes copies of the various Orders in Council, passed on the recommendation of the Minister of Railways and Canals, which have a bearing upon the land grant to the Company, and which have been included—notwithstanding that they will form part of the return of that Department—in order to make the history of the various transactions continuous and complete. The return also shows that on receipt of each notification from the Department of Railways and Canals that the Chief Engineer of the Canadian Pacific Railway had certified to the completion of a section of twenty miles of the railway, and that the Company were consequently entitled to receive their land subsidy for such twenty miles. Requisition was duly made by the Minister of the Interior for payment in each case of the proportion of the proceeds of the Land Grant Bonds deposited with the Government to which the Company were entitled.

Respectfully submitted,

A. M. BURGESS, *Secretary.*

HON. SIR CHARLES TUPPER, Minister Railways and Canals.

RESOLUTION

(27 F.)

Of the HOUSE OF COMMONS, dated 20th February, 1882,—Copies of the several communications of the Canadian Pacific Railway on the subject of the allotment and conveyance of lands as they are earned under the contract between the Company and the Government.

Number Ten.

DEPARTMENT OF THE INTERIOR, OTTAWA, 14th March, 1882.

SIR,—I have the honor to inform you, by direction of the Minister of the Interior, that he has given careful consideration to the several communications of the Canadian Pacific Railway Company on the subject of the allotment and conveyance of lands as they are earned under the contract between the Company and the Government.

In a letter dated the 13th January last, the Company summarizes the applications contained in those communications, as follows:—

1. For the location and conveyance of the lands already earned in the railway belts along the main line and along the two located branches to the south of it, extending westward from Winnipeg and embracing all the uneven-numbered lots fairly fit for settlement, to a sufficient distance along those two railway belts to complete the quantity now earned.

2. That the Government will reserve from sale any uneven-numbered lots that may remain along the branch lines east of the 104th parallel, and that the Company may be permitted to dispose of those uneven-numbered lots in anticipation of their reception of them.

3. That the Government will grant to the Company, as part of the deficiency found on the main line, a tract of land lying in the North-West Territory to the south of the Pembina Mountain Branch and Souris Branch of the railway, and extending from those branches to the Boundary Line, and westerly up to the 104th parallel of longitude.

It is submitted by the Company that 161 miles of the main line of railway have been constructed from Winnipeg westward; that the Pembina Mountain Branch and the Souris Branch have been located, and the maps and plans thereof deposited in the Department of Railways and Canals; that the branches named have been located in good faith, and that it is intended to proceed with their construction as soon as circumstances will permit; that at present the energies of the Company are chiefly devoted to the construction of the main line, but that it has been resolved to co-

construct the two branches without any unnecessary delay; that they have been graded, and that 100 miles of the Pembina Mountain Branch will be completed in time for the movement of the coming season's crop.

The Minister observes that according to the map deposited by the Company, the two branches named have been located for a distance of 440 miles.

In view of the fact that the quantity of railway land available in the belt along the main line is insufficient to supply what the Company is likely to earn during the present year, the Minister directs me to say that the land as earned will be granted, not only in the belt along the main line, but also in that along the two located branches already named, as their construction proceeds, as far west as the 104th parallel of longitude, and that instructions will be given to our Land Agents to reserve from sale for the present all the odd-numbered sections in the belts last described. But I am to state that the request of the Company for permission to dispose of these sections, in anticipation of their being earned, cannot be acceded to, that would be contrary to the conditions of the contract.

I have the honor to be, Sir, your obedient servant,

A. M. BURGESS, *Secretary*.

HAS. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

CANADIAN PACIFIC RAILWAY COMPANY.

MONTREAL, 22nd March, 1882.

DEAR SIR,—I enclose copy of a letter dated 11th March, from Mr. McTavish, the Land Commissioner relating to the acquisition of even-numbered sections along the main line for station purposes. As he points out, some of these sections have already been homesteaded or pre-empted, but the conditions thereof as to continuous residence have not yet been complied with.

Will it be possible to issue a general authority enabling persons holding such sections to deal with the Company by transferring such of them as are required for stations or town sites, or must an application be submitted in each case for the action of the Department? Then as to even-numbered sections, which will be required for like purpose, and which have not yet been taken up, will it be possible to have such sections transferred to us either by purchase or as a portion of the land grant?

These questions are of the utmost importance at the present time when we are locating our stations along the main line, and I shall be very glad to have your views on the subject at as early a date as possible.

Yours truly,

C. DRINKWATER, *Secretary*.

HENDSAY RUSSELL, Esq., Dept. of the Interior.

DEPARTMENT OF INTERIOR, OTTAWA, 7th June, 1882.

SIR,—In relation to the subject of your letter of 22nd March, discussed by you at personal interview with the Minister, at which I was present, I have the honor, in accordance with his decision then verbally given, to state:—

That he has no objection to any arrangement that your Company may make to and to the abandonment by a homestead settler of his claim to any portion of an even-numbered section needed by the Company for railway station grounds:

And, further, that in case the Company should desire to lay out a town plot about any such station on an even numbered section, the Minister is willing that this should be done by the Company, but on joint account with the Government—that is to

say, that the Company should pay over to the Government from time to time, as may be hereafter arranged, one-half the net proceeds of the sale of any lots in such town plot.

In the particular instance of the station proposed to be located in Section 22 Township 10, Range 26 west, should no entry therefor be in the meantime granted the Agent will be instructed to reserve from entry the north-east quarters, which you show on your plan handed in as being still vacant.

I have, &c.

LINDSAY RUSSELL, *Deputy Minister of Interior.*

C. DRINKWATER, Esq., Secretary C. P. R. Co.

CANADIAN PACIFIC RAILWAY COMPANY, MONTREAL, 10th June, 1882.

SIR,—I have the honor to acknowledge receipt of your letter of 7th inst., respecting Government land on the line of the railway, which may be required for railway station grounds or town sites.

I have the honor, etc.,

C. DRINKWATER, *Secretary.*

LINDSAY RUSSELL, Esq., Deputy Minister of the Interior.

CANADIAN PACIFIC RAILWAY COMPANY, MONTREAL, 21st June, 1882.

SIR,—I beg to enclose herewith a map showing the location of the Canadian Pacific Railway between the western boundary of Manitoba and Moose Jaw Creek. The limit of the Company's lands, as understood by our Land Commissioner, has been marked on this map, which I now beg to submit for approval.

As entries are now being made for railway lands within the limits defined on this map, I should be glad to know, at as early a date as possible, whether the limits thereon marked are correct and satisfactory to the Department.

I have the honor, &c.,

C. DRINKWATER, *Secretary.*

Right Hon. Sir JOHN A. MACDONALD, Minister of the Interior.

CANADIAN PACIFIC RAILWAY COMPANY, MONTREAL, 29th July, 1882.

SIR,—With reference to my letter of 21st June, submitting a plan showing the location of the line between the Western Boundary of Manitoba and Moose Jaw Creek and the Company's Land Grant, I now beg to explain that the method explained by you, at our recent interview, of defining such grant is satisfactory to the Company. And I have the honor to request that a plan marked in accordance therewith may be sent to me, if possible, by return mail.

The issue of our land sales map is delayed waiting this information.

I am, Sir, etc.,

C. DRINKWATER, *Secretary.*

LINDSAY RUSSELL, Dept. of Interior.

DEPARTMENT OF INTERIOR, OTTAWA, 1st August, 1882.

SIR,—I have the honor to acknowledge yours of 29th instant. In accordance with your request I herewith enclose plans showing the Land Grant as arranged by you at your recent interview with the Minister.

I have the honor to be, Sir, your obedient servant,

LINDSAY RUSSELL, *Deputy Minister of Interior.*

C. DRINKWATER, Esq., Sec. C. P. R. Co.

CANADIAN PACIFIC RAILWAY COMPANY, MONTREAL, 2nd August, 1882.

SIR,—I beg to acknowledge receipt of your letter of 1st instant, enclosing maps, showing the Company's Land Grant, between Winnipeg and Moose Jaw Creek, for which I am obliged.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

LINDSAY RUSSELL, Esq., Deputy Minister of Interior.

CERTIFIED Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor-General in Council, on the 24th of October, 1882.

On a Report, dated 23rd October, 1882, from the Minister of the Interior, representing that the Canadian Pacific Railway Company have stated that according to the best information they can obtain, the odd-numbered sections in the 48 mile belt, now available, will not give them more than six millions of acres of their land grant, and perhaps considerably less than that quantity—this statement is apparently well founded.

That they further state the immigration into the North-West is so scattered over the whole country that it will become more and more uncertain where they can obtain their land grant when earned.

That the Company have expressed their anxious desire that a district may be reserved from sale, out of which they may depend upon getting at least one half of their land grant or 12,500,000 acres.

The Minister recommends that as this desire is a reasonable one, the uneven numbered sections contained in the area comprised between the 52nd and 54th degrees of latitude and between the 104th and 116th degrees longitude, be reserved for the present from sale, so as to enable the Government to give to the Company half of their land grant—the approximate quantity of land in this area, less $\frac{1}{4}$ th reserved for Hudson Bay Company and School Lands, is about 38,000,000 acres, the odd-numbered sections would therefore contain about 19,000,000 of acres.

The Minister assumes that after making due allowance for the lakes, rivers, swamps and lands unfit for settlement, this reservation will furnish at least one-half the lands granted the Company under their charter.

The Minister states that this reservation is, of course, to be subject to all legal and equitable claims of any companies or individuals, and the particular sections to be conveyed to be a matter for adjustment from time to time as earned by the Company.

The Committee concur in the foregoing Report and recommendations therein set forth, and submit the same for approval.

JOHN J. McGEE.

Hon. Minister of the Interior.

CANADIAN PACIFIC RAILWAY COMPANY, MONTREAL, 1st Nov. 1882.

SIR,—I have the honor to acknowledge receipt of your letter of 30th ult. enclosing copy of an Order in Council, dated 24th October, reserving from sale the uneven numbered sections in the area comprised between the 52nd and 54th degrees of latitude, and between the 104th and 116th degrees of longitude, with a view of making provision for providing the Canadian Pacific Railway Company with half their land grant.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary*.

A. M. BURGESS, *Secretary*, Department of the Interior.

CERTIFIED Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 3rd November, 1882.

On a Report, dated 2nd November, 1882, from the Minister of the Interior, stating that he has received Orders in Council and certificates from the Department of Railways and Canals up to the 21st of October, 1882, showing that the Canadian Pacific Railway Company had earned of the land grant 6,204,807 acres, that is to say:—

On the Eastern Division 20 miles at 9,615.35 acres	
per mile.....	192,306.00 acres.
And on the Central Division 481½ miles at 12,500	
acres per mile.....	6,012,500.00
501½ miles.....	6,204,807.00 .
Deduction of one-fifth under contract.....	1,240,961.40
Grants of Land should be made of.....	4,963,845.60

That the Company are now pressing for the conveyance of the land so earned under their contract. They represent that in the railway belt of 48 miles between Winnipeg and Calgary, not more than 5,000,000 of acres are available in the odd numbered sections. They further state, and correctly, that such sections from Winnipeg to the western boundary of Manitoba are to a great extent beyond the control of the Government and cannot be conveyed to the Company. They therefore claim that as they cannot get the quantity of land within the railway belt intended by the contract, the deficiency should be made up to them from lands vested in the Government in the immediate vicinity of the belt, and suggest that such deficiency should be supplied from the lands lying south of the main line of the railway.

The Minister is of opinion that the request of the Company should be granted to a considerable extent.

The Manitoba and South-Western Colonization Railway Company have reserved for them, by Order in Council, a belt of six miles on each side of their line, and there is a considerable tract of land lying between the northern limit of the said belt and the southern limit of the Canadian Pacific Railway Belt, the odd-numbered sections of which, so far as they are vested in the Government, might be conveyed to the Canadian Pacific Railway Company in part satisfaction of the land grant.

The Minister therefore recommends that the odd numbered sections in the interval between the two belts above mentioned and lying between the original western boundary of the Province of Manitoba and the Coteau or Dirt Hills, and containing approximately 2,500,000 acres, be allotted to the Canadian Pacific Railway Company in part payment of the amount of the land grant already earned.

by them. The said allotment to apply only to such sections as are now vested in the Government, and to be subject to any legal or equitable claims on the part of any corporations, companies or persons whomsoever.

The committee concur in the foregoing recommendation, and submit the same for approval.

JOHN J. MCGEE.

Hon. Minister of the Interior.

INTERIOR DEPARTMENT, OTTAWA, 8th November, 1882.

SIR,—I have the honor by direction of the Minister of the Interior, to transmit herewith Copy of an Order in Council, approved on 3rd instant, allotting to the Canadian Pacific Railway Company the odd-numbered sections in the interval between the Northern limit of the 12 mile belt of the Manitoba South-Western Colonization Railway Line and the southern limit of the Canadian Pacific Railway Belt, containing approximately 2,500,000 of acres, in part payment of the land grant already earned. The said allotment to apply only to such sections as are now vested in the Government and to be subject to any legal or equitable claims on the part of any corporations, companies, or persons whatsoever.

I have the honor, &c.,

A. M. BURGESS, *Secretary.*

CHAS. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

CANADIAN PACIFIC RAILWAY COMPANY, MONTREAL, 10th November, 1882.

SIR,—I have the honor, by direction of the Board, to acknowledge receipt of your favor of the 8th instant, enclosing a copy of an Order in Council passed on the 3rd instant, and to state that in two particulars the Order appears to be inconsistent with the understanding between the Company and the Government.

1. The Order states the quantity of land to which the Company is entitled as 4,963,845.60 acres, which it arrived at by the deduction of one-fifth of the quantity actually earned. You will perceive by the contract and by the charter that in the event of the Company issuing Land Grant Bonds, the Government agrees to receive \$5,000,000 of those Bonds as security for maintenance and running the road, instead of reserving one-fifth of the Land Grant. The quantity to which the Company is entitled should therefore be 6,204,807 acres.

2. The Board observe that the lands south of the railway belt which are allotted to it, for the reasons stated in the Order, are to be confined to those lying west of the old boundary of Manitoba. This is evidently a mistake, as it was understood that all the odd sections vested in the Government, south to the international boundary and west from the Red River to the western boundary of the old Province of Manitoba, should be included in the allotment. And in fact the Company has become entitled to the greater part of the land east of the old provincial boundary, even under the strictest possible construction of the contract, in virtue of its south-western branch line, which has been laid out through part of the lands in question, and 120 miles of which have already been constructed.

I am, therefore, desired respectfully to request that you will be good enough to bring these points under the notice of the Council, and to cause the Order to be amended in accordance with the actual position of the matters in question.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. M. BURGESS, Esq., Secretary of the Interior.

DEPARTMENT OF INTERIOR, OTTAWA, 17th November, 1882.

MY DEAR SIR,—I return you herewith your Company's land plan to third principal meridian with correction of outline certified by me.

Yours very truly,

LINDSAY RUSSELL, *Deputy Minister of Interior.*

C. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

CANADIAN PACIFIC RAILWAY COMPANY, MONTREAL, 22nd November, 1882.

SIR,—With reference to the Order in Council, a copy of which was enclosed to me with your letter of the 8th instant, allotting to this Company certain lands south of the Canadian Pacific Railway belt.

I am directed to point out that the Order in question does not accurately state the number of acres to which the Company are entitled by reason of the construction of the railway. The deduction of one-fifth of the land earned has apparently been made in error, and the Company are entitled to receive on account of $501\frac{1}{2}$ miles mentioned in the Order in Council, 6,204,807 acres, instead of 4,963,845.60 acres as therein stated.

By the Company's charter it is provided that should they not issue land grant bonds secured by mortgage, one-fifth of the lands earned, shall be retained by the Government as security for the maintenance and working of the railway. Land grant bonds having, however, been issued, other security, as provided for in clause 1' of the contract has been substituted.

I have the honor, therefore, to request that the Order in Council may be amended, as to show correctly the acreage to which the Company are entitled for the $501\frac{1}{2}$ miles, namely 6,204,807 acres.

It is further provided in the Order in Council that certain lands to the south of the railway belt shall be allotted to the Company, in order to make up the deficiency which is found to exist in the 48-mile belt along the main line. But the description of such lands is not exactly in accordance with the understanding arrived at by the President of this Company, with the Honorable Minister of the Interior. The arrangement as understood by Mr. Stephen was that all uneven-numbered sections between the railway belt and the international boundary and westward from the Red River to the boundary line of the old Province of Manitoba, controlled by the Government should be transferred to the Company, as well as the land to the north of the Manitoba and South-Western Company's reservation, west of the said boundary line.

I am, therefore, directed respectfully to request that the Order in Council above referred to may be amended in this respect, as well as regards the acreage earned by the Company, and to which I have referred in the beginning of this letter.

I have the honor, &c.,

C. DRINKWATER, *Secretary.*

A. M. BURGESS, Esq., Secretary of the Interior.

CANADIAN PACIFIC RAILWAY COMPANY, MONTREAL, 29th November, 1882.

SIR,—We have sold certain lands in the neighborhood of Fort Qu'Appelle, to the Ontario and Qu'Appelle Land Company. In making up a list of them our Land Commissioner reports that Railway Sections Nos. 5 and 7, Township 21, Range 1 are claimed by the Indian Department, having been used as a ground on which the payments of subsidies were made by the Indian Agent there to the Indians.

I am further informed that these sections are no longer required for this purpose, and as they do not form a portion of any Indian reserve proper, I am instructed

ask that any temporary claim which the Department may reserve over them, may be abandoned, that we may be at liberty to carry out our agreement with the Land Company.

I have the honor, &c.,

C. DRINKWATER, *Secretary*.

Right Hon. Sir JOHN A. MACDONALD, K.C.M.G., Minister of the Interior.

DEPARTMENT RAILWAYS AND CANALS, OTTAWA, 7th December, 1882.

SIR,—I have the honor to inform you that, under date the 6th inst., a certificate, No. 19 of the Central Section of the Canadian Pacific Railway, was issued from the Chief Engineer, showing that a further extent of twenty miles of road on the Eastern Division has been so far completed and equipped as to admit of the passage of trains thereon, making a total of 561 miles on this division so completed.

The Company are consequently entitled to receive their land subsidy for the said twenty miles, at the rate of 12,500 acres a mile or a total of 250,000 acres, less one-fifth retained under the contract.

I have the honor, &c.,

A. P. BRADLEY, *Secretary*.

HINDSAY RUSSELL, Esq., Deputy Minister of the Interior.

DEPARTMENT OF THE INTERIOR, OTTAWA, 9th December, 1882.

SIR,—By direction of the Minister of the Interior, I have the honor herewith to enclose a map showing, colored red, the station grounds of the Canadian Pacific Railway on Point Douglas Common, in the city of Winnipeg, Province of Manitoba. Kindly acknowledge receipt.

I have the honor to be, &c.,

A. M. BURGESS, *Secretary*.

GENERAL VAN HORNE, General Manager C.P.R., Montreal.

DEPARTMENT OF INTERIOR, OTTAWA, 13th December, 1882.

SIR,—I am directed by the Minister of the Interior to request that you will be good enough to inform this Department to what extent the Canadian Pacific Railway Company have availed themselves of the provisions of Section 17 of the Act 44, Vic. Chap. 1, empowering them to issue Land Grant Bonds for \$25,000,000.

It is presumed that your Department retains and holds one-fifth of the proceeds of any such bonds as may have been deposited with you, out of the payments made to the Company from time to time, as provided by Section 18 of the Act. At the same time, the Minister would like to be formally notified of the fact.

I have the honor to be, Sir, your obedient servant,

A. M. BURGESS, *Secretary*.

M. COURTNEY, Esq., Deputy Minister of Finance.

FINANCE DEPARTMENT, OTTAWA, 14th December, 1882.

SIR,—I have the honor to acknowledge the receipts of your letter, dated the 13th instant, asking to be informed as to what extent the Canadian Pacific Railway Company have availed themselves of the provisions of Section 17 of

the Act 44 Vic., chap. 1, empowering them to issue Land Grant Bonds for \$25,000,000. In reply thereto, I have the honor to state that the Company have deposited with the Government Land Grant Bonds to the extent of \$5,000,000 that they have placed on the market \$10,000,000 further of bonds at the rate of 92, the whole proceeds of which (\$9,200,000) have been deposited with the Government, and I have been informed by the Company in a letter, dated the 14th November last, a copy of which I enclose, that \$8,500,000 of the remaining \$10,000,000 have been disposed of by to certain parties representing the Canada North-West Land Company. This Department has retained and holds one-fifth of the proceeds of the bonds that have been deposited with us out of the payment made to the Company from time to time as provided in Section 18 of the Act.

I have the honor to be,

J. M. COURTNEY, *Deputy Minister of Finance*

Secretary, Department of the Interior.

CANADIAN PACIFIC RAILWAY COMPANY, OTTAWA, 10th January, 1883.

SIR,—I have the honor to state that it is becoming a matter of serious importance and of immediate urgency, that provision should be made for granting title to numerous applicants for town and village lots along the line of this railway. These consist of two classes, namely, lots which are laid out upon lands belonging to the Government and to the Company, and lots on uneven-numbered sections belonging to the Company alone. The first of the classes comprise the following:—

Regina, composed of Sections 19 and 30, Township 17, Range 19, 2nd meridian, Sections 24 and 25, Township 17, Range 20, west 2nd meridian.

Qu'Appelle, composed of Sections 21, 22, 27 and 28, Township 18, Range 1, west, 2nd meridian.

Virden, composed of Section 22, Township 10, Range 26, west, 1st meridian.

Moose Jaw, composed of Sections 32 and 33, Township 16, Range 26, west, 2nd meridian.

With regard to Regina, Qu'Appelle and Virden, I understand that it has already been agreed that the Government and the Company shall share in the proceeds of sales of lots, and I am instructed to suggest to you that Moose Jaw should be dealt with in the same manner, as it is the intention of the Company to make that a divisional point, and it will probably become a place of some importance.

The sale of these town plots has been entrusted to four trustees, namely, Messrs. Richard B. Angus, Edmund B. Osler, Hon. Donald A. Smith and William B. Scarth, and I am directed to suggest that the letters patent for the sections comprising the above four town sites may be issued direct to these gentlemen, as trustees, and this Company will account to the Government for the proceeds of the sales of the even-numbered sections so conveyed.

With regard to the second class of town or village sites located upon the Company's property I have to state that they are so located upon the following sections, viz:—

Province of Manitoba.	{	Sidney	Section 5,	Township 11,	Range 12,	West of 1st Meridian.
		Sewell	" 35,	" 10,	" 16,	"
		Chater	" 27,	" 10,	" 18,	"
		Alexander	" 17,	" 10,	" 21,	"
		Oak Lake	" 23,	" 9,	" 24,	"
		Elkhorn	" { 3,	" 12,	" 28,	"
			" { 33,	" 11,	" 28,	"
		Fleming	" 3,	" 13,	" 30,	"
		Moosomin	" 33,	" 13,	" 31,	"
		Red Jacket	" 21,	" 14,	" 32,	"
		Wapella	" 9,	" 15,	" 33,	"

Province of Manitoba.	Burrows Sect.	31,	Township	15,	Range	1, West of 2nd Meridian.
	Whitewood	7,	"	16,	"	2, "
	Percival	19,	"	16,	"	3, "
	Broadview	25,	"	16,	"	5, "
	Summerberry	7,	"	17,	"	8, "

And I have to ask that letters patent may be issued to this Company for those sections.

I have the honor, &c.,

C. DRINKWATER, *Secretary.*

on. Minister of Interior.

CANADIAN PACIFIC RAILWAY COMPANY, OTTAWA, 12th January, 1883.

SIR,—I have the honor to enclose herewith lists of lands sold by the Canadian Pacific Railway Company outside of the 24 mile belt.

These are divided into two classes, viz.: lands sold in error, and lands sold which are supposed to fall within the belt owing to a misinterpretation of the manner of adding what constituted the 24 mile limit. This is more clearly brought out by a reference to the attached map. At the time of publication the description as read as conveying to the Company the odd-numbered sections falling within a radius of twenty-four miles from any point on the track, and the map was printed accordingly, showing Canadian Pacific Railway lands shaded red. Subsequently the Surveyor-General ruled that what was intended by the description was twenty-four sections back from the road connecting on a north and south bearing, this throwing number of sections considered by the Railway Company as their property outside the belt.

In behalf of the Railway Company, I would, therefore, respectfully request that these lands be now conveyed to the Company as part of the land subsidy, and that the local agents of the Government be advised accordingly, so as to prevent sales of the lots in question from being made by them.

I have the honor to be, Sir, your obedient servant,

L. A. HAMILTON, *Asst. Land Commissioner.*

on. Minister of the Interior.

CERTIFIED Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Administrator of the Government in Council, on the 19th January, 1883.

On a Report dated 12th January, 1883, from the Minister of the Interior, representing with reference to an Order in Council, dated 3rd November, 1882, allotting to the Canadian Pacific Railway Company, in part payment of the amount of the land grant earned by them under their contract with the Government, certain odd-numbered sections south of the belt of forty-eight miles along the Company's main line, that the Company in letters dated respectively the 10th and 22nd of the same month, submit that the Order in Council in question does not accurately represent the number of acres to which they are entitled; that the deduction of one-fifth of the allotment of land therein defined should not be made, because the Company have elected, as provided for in clause 17 of their contract, to issue Land Grant Bonds, five million dollars of which they have deposited with the Government as security for the maintenance and running of the road in lieu of the said one-fifth of their Land Grant.

The Minister observes that he has been advised by the Minister of Finance that the Company have availed themselves of the provisions of section 17 of their contract, in so far that they have deposited Land Grant Bonds

with the Government to the extent of \$5,000,000; that they have placed on the market, and sold \$10,000,000 further of the said bonds at the rate of 92, the whole proceeds of which (\$9,200,000) have been deposited with the Government, and that his Department retains and holds out of the payments made to the Company from time to time as provided by Section 18 of the contract, one-fifth of the proceeds of the bonds deposited.

That under the circumstances the Minister recommends that the Order in Council of the 3rd of November last be amended by the addition of a clause providing for the relinquishment by the Government of the one-fifth of the land earned by the Company.

The Committee concur in the foregoing recommendation and submit the same for Your Excellency's approval.

JOHN J. MCGEE.

Hon. Minister of the Interior.

CERTIFIED Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Administrator of the Government in Council, on the 2nd of January, 1883.

On a Report, dated 12th of January, 1883, from the Minister of the Interior representing with respect to his Report of the 3rd November last, made upon the application of the Canadian Pacific Railway Company, and upon which an Order in Council, of even date, was passed, that he intended to have submitted that, inasmuch as the odd-numbered sections in the railway belt between Winnipeg and the western boundary of Manitoba are, to a great extent, beyond the control of the Government and cannot be conveyed to the Canadian Pacific Railway Company, it would be reasonable that among the lands to be granted to the Company to supply the deficiency, should be included, on account of their similarity in quality and position to the lands which the Company would have been entitled to receive in the railway belt, had the same remained vested in the Government, all the odd-numbered sections of land in the Province of Manitoba between the Canadian Pacific Railway main line belt and the international boundary, remaining at the disposal of the Government.

The Minister recommends that, in addition to the land which was granted under the Order in Council cited above, the Company be granted all the odd-numbered sections lying between the belt of the main line of the Canadian Pacific Railway and the international boundary, and between the Red River and the original western boundary of the Province of Manitoba, in part payment of the land grant already earned by them, such grant to be subject to all legal or equitable claims on the part of all corporations, companies or persons whomsoever.

The Committee concur in the foregoing recommendation, and submit the same for Your Excellency's approval.

JOHN J. MCGEE.

DEPARTMENT OF INTERIOR, OTTAWA, 5th February, 1883

DEAR SIR,—I have the honor, by direction of the Minister of the Interior, to transmit herewith, for your information, copy of an Order in Council of the 3rd January last, granting to the Canadian Pacific Railway Company, in addition to the lands granted by the Order in Council of the 3rd November, 1882, all the odd-numbered sections lying between the belt of the main line of the Canadian Pacific Railway and the international boundary, and between the Red River and the original western boundary of the Province of Manitoba, in part payment of the land grant already earned by them.

I have, &c.,

J. R. HALL, for the Secretary.

CHARLES DRINKWATER, Esq., Secretary, C. P. R., Montreal.

C. P. R. Co., MONTREAL, 7th February, 1883.

SIR,—I beg to acknowledge the receipt of your letter of the 5th inst., enclosing copy of an Order in Council, dated 25th January, last, respecting lands in southern Manitoba.

I have the honor, etc.,

C. DRINKWATER, *Secretary*.

A. M. BURGESS, Esq., Secretary of Interior.

C. P. R. Co., MONTREAL, 12th February, 1883.

SIR,—I have the honor to call your attention to the fact that part of Lot No. 35, in the Parish of St. John, Winnipeg, was patented in December last to one Sinclair, without any reserve as to the land occupied by the railway, notwithstanding that the line constructed by the Government, and transferred to this Company, crosses that section, and that the junction of the old line with the new direct line built by this Company, is also upon that section.

The Board presume that the patent was issued inadvertently, the Government being aware at the time it was issued of the above facts. They presume it is unnecessary to enter into any discussion as to the right of way, part of which it has acquired from the Government by purchase, and part it has occupied under the provisions of its charter and contract. But it is necessary that some speedy proceeding should be taken to remove the difficulty which the issue of this patent has caused, as Mr. Sinclair is demanding from this Company the sum of \$3,600 as remuneration for these rights of way.

I am, therefore, instructed respectfully to ask that the Government will take the matter up at the earliest possible moment and have it set right.

I have the honor to be, &c.,

C. DRINKWATER, *Secretary*.

Hon. Minister of the Interior.

RETURN

(27g)

To an ORDER of the HOUSE OF COMMONS, dated 19th February, 1883;—For a Statement in detail of all Sums expended in connection with the Canadian Pacific Railway Commission, with the Dates and Names of the Persons paid, and particulars of the Service in respect of which payment is made. Copy of all Correspondence, Contracts, Accounts, or Arrangements, not already brought down, as to the Printing of the Evidence or Report.

By Command,

HECTOR J. LANGEVIN,

Department of the Secretary of State,
28th February, 1883.

Acting Secretary of State.

[The Correspondence, etc., relating to the Translating, Printing, and Binding of the Railway Commission Report are, in accordance with the recommendation of the Joint Committee on Printing, not printed.]

STATEMENT of Expenditure on account of Pacific Railway Commission, from 1st July 1882, to date.

Date.	To whom Paid.	Service.	Amount.
1882.			\$ ct.
Sept. 12...	A. & Geo. Holland.....	Balance for reporting evidence.....	432 06
do 14...	Samuel Keefer.....	do services, travelling expenses, &c.....	6,578 0
do 14...	Edward Miall.....	do do do.....	1,177 5
do 18...	N. F. Davin.....	do do do.....	1,870 8
do 19	J. C. Boyce.....	For services.....	142 5
do 19...	E. Armstrong.....	Copying.....	7 0
do 19...	R. Brewer.....	Services.....	5 0
do 25...	J. Belford.....	Copying.....	15 0
do 26...	Sandford Fleming.....	Witness fees.....	32 0
do 26...	A. Mortimer.....	Binding.....	5 7
Oct. 2...	S. Stephenson & Co.....	45 vols. of evidence.....	45 0
do 11...	Judge Clarke.....	Balance for services, travelling expenses, &c.....	6,267 0
do 19...	Great North-Western Telegraph Co.....	Telegraphing.....	4 5
Dec. 12...	N. F. Davin.....	Closing up business of Commission.....	238 0
do 21...	Citizen Printing Co.....	Advertising, December, 1880.....	1 2
1883.			
Jan. 3...	L. J. Demers & Frere.....	Balance for printing in French.....	2,920 8
do 25...	A. Audet.....	Translating into French.....	293 7
Feb. 1...	do.....	do.....	450 0
			20,486 1

Auditor General's Office, Ottawa, 22nd February, 1883.

OTTAWA, 26th June, 1882.

SIR,—I am directed by the Minister of Justice to request that you will cause letter to be written to the Auditor General, asking him to issue a credit of \$800 to His Honor Judge Clark, of Cobourg, in his capacity as Chairman of the Canadian Pacific Railway Commission.

I am, Sir, your obedient servant,

A. POWER, *Acting Deputy Minister of Justice.*

E. J. LANGEVIN, Esq, Under Secretary of State.

DEPARTMENT SECRETARY OF STATE, OTTAWA, 27th June, 1882.

SIR,—I have the honor, at the instance of the Honorable the Minister of Justice, to request that you will issue a credit of \$800 to His Honor Judge Clark, of Cobourg, in his capacity as Chairman of the Canadian Pacific Railway Commission.

I have, &c.,

EDOUARD J. LANGEVIN, *Under Secretary of State.*

Auditor General of Canada.

COBOURG, 7th August, 1882.

SIR,—I have the honor to enquire whether any rate has been fixed by Order in Council, or otherwise, for the compensation of the Commissioners appointed in June, 1880, to enquire into facts connected with the Canadian Pacific Railway, and if so, to ask that the substance of the decision be communicated to me.

I am, Sir, your obedient servant,

GEO. M. CLARKE, *Chairman.*

Hon. Secretary of State.

CERTIFIED Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 24th July, 1882.

On a Memorandum dated 21st July, 1882, from the Minister of Justice, recommending that the remuneration and travelling expenses of the Royal Commissioners appointed to make certain enquiries into matters connected with the Canadian Pacific Railway, be fixed as follows:—

That Judge Clarke and S. Keefer, Esquire, be each paid at the rate of \$300.00 per month, and E. Miall, Esquire, at the rate of \$3.00 per day, for their services as Commissioners, to begin from the date upon which the Commissioners commenced their labors.

That for travelling expenses Judge Clarke and S. Keefer, Esquire, be each paid at the rate of \$3.50 per day while engaged on the business of the Commission, with an extra allowance of \$2.50 per day during their visit to Manitoba, and all railway fares, and other moving expenses; and that E. Miall, Esquire, be paid at the rate of \$6.00 per day and railway fares, and other moving expenses during his visit to Manitoba on the business of the Commission, and fifty cents per day while engaged on the Commission at Ottawa.

That Nicholas Flood Davin, Esquire, the Secretary of the Commission, be paid at the rate of \$3.50 per day for travelling expenses while engaged on the business of the Commission, and an extra allowance of \$2.50 per day, with all railway fares and other moving expenses, during his visit to Manitoba on the business of the Commission.

The Committee submit the foregoing recommendation for Your Excellency's approval.

JOHN J. MCGEE.

Hon. Secretary of State.

DEPARTMENT SECRETARY OF STATE, OTTAWA, 11th August, 1882.

SIR,—I am directed to inform you that His Excellency the Governor General has had under his consideration in Council the subject of the remuneration, &c., to be awarded to the Royal Commissioners appointed to make certain enquiries into matters connected with the Canadian Pacific Railway, and that His Excellency has been pleased to order that the same be fixed as follows:—

That you be paid at the rate of \$300.00 per month for your services as Commissioner, to begin from the date upon which the Commissioners commenced their labors.

That for travelling expenses you be paid at the rate of \$3.50 per day while engaged in the business of the Commission, with an extra allowance of \$2.50 per day during your visit to Manitoba, and all railway fares and other moving expenses.

I have, &c.,

G. POWELL, *Acting Under Secretary of State.*

His Honor JUDGE CLARKE, Cobourg, Ont.

DEPARTMENT SECRETARY OF STATE, OTTAWA, 11th August, 1882.

SIR,—I am directed to inform you that His Excellency the Governor General has had under his consideration in Council the subject of the remuneration, &c., to be awarded to the Royal Commissioners appointed to make certain enquiries in matters connected with the Canadian Pacific Railway, and that His Excellency has been pleased to order that the same be fixed as follows :—

That you be paid at the rate of \$300.00 per month for your services as Commissioner, to begin from the date upon which the Commissioners commenced their labors.

That for travelling expenses you be paid at the rate of \$3.50 per day, while engaged in the business of the Commission, with an extra allowance of \$2.50 per day, during your visit to Manitoba, and all railway fares and other moving expenses.

I have, &c.,

G. POWELL, *Acting Under Secretary of State.*

SAMUEL KEEFER, Esq., C. E., Brockville, Ont.

DEPARTMENT SECRETARY OF STATE, OTTAWA, 11th August, 1882.

SIR,—I am directed to inform you that His Excellency the Governor General has had under his consideration in Council the subject of the remuneration, &c., to be awarded to the Royal Commissioners appointed to make certain enquiries in matters connected with the Canadian Pacific Railway, and that His Excellency has been pleased to order that the same be fixed as follows :—

That you be paid at the rate of \$3 per day for your services as Commissioner, to begin from the date on which the Commissioners commenced their labors.

That for travelling expenses you be paid at the rate of \$6 per day and railway fares, and other moving expenses, during your business to Manitoba on the business of the Commission, and fifty cents per day while engaged on the Commission at Ottawa.

I have &c.,

G. POWELL, *Acting Under Secretary of State.*

E. MIALL, Assistant Commissioner Inland Revenue.

DEPARTMENT SECRETARY OF STATE, OTTAWA, 11th August, 1882.

SIR,—Adverting to Mr. Under Secretary Langevin's letter to you, of the 20th July, 1880, I am directed to inform you that His Excellency the Governor General in Council has been pleased to order that you be paid, in your capacity of Secretary to the Royal Commissioners appointed to make certain enquiries into matters connected with the Canadian Pacific Railway, at the rate of \$3.50 per day for travelling expenses while engaged on the business of the Commission, and an extra allowance of \$2.50 per day, with all railway fares and other moving expenses, during your visit to Manitoba on the business of the Commission.

I have, &c.,

G. POWELL, *Acting Under Secretary of State.*

NICHOLAS FLOOD DAVIN, Esq., Toronto.

BROCKVILLE, 28th August, 1882.

SIR,—I have the honor to enclose herewith a duplicate copy of the statement of amount due me under the Order in Council referred to in your letter of the 11th inst., as one of the Commissioners appointed to enquire into matters connected with the Canadian Pacific Railway, showing a balance now due me of \$6,578.

1882. The original statement furnished by me, was forwarded to the Chairman of the
 or General Commission for his certification, and I am informed by him that it was added and
 in on the 19th inst.

I have the honor to be, Sir, your obedient servant,

SAMUEL KEEFER.

on. Secretary of State.

BROCKVILLE, 18th August, 1882.

Statement of amount payable under Order in Council to Samuel Keefer, one of
 e Commissioners appointed 16th June, 1880, to enquire into matters connected
 ith the Canadian Pacific Railway.

For services from commencement of work, 3rd July, 1880, till end of same 18th April, 1882, 21½ months at \$300 per month.	\$6,450 00
For travelling expenses (exclusive of railway fares and moving expenses) while engaged, away from home, on the work of the Commission, 477 days at \$3.50.....	1669 50
For additional allowance for the portion of his time spent on visit to Manitoba, 53 days at \$2.50.....	132 50
The railway fares and moving expenses while engaged on the work of the Commission.....	426 00
	<hr/>
	\$8,678 00
Received on account by cheques against the amounts placed at disposal of the Commission.....	2,100 00
	<hr/>
Balance due.....	\$6,578 00

SAMUEL KEEFER.

RESOLUTION

1882. 27th) Of the HOUSE OF COMMONS, dated 20th February, 1882 :--A Map showing
 the Canadian Pacific Railway, as located for construction between
 Callander and Algoma Mills, 191 miles.

In accordance with the recommendation of the Joint Committee on Printing,
 the above Resolution is not printed.]

CONTRACTS

(27i)

For the Canadian Pacific Railway, in terms of Section 19 of the Act 3 Victoria, Chapter 14.

CONTRACT NO. 94.

Between Horton & Son and Her Majesty the Queen, etc., etc.,—for the supply 72 tons of iron bolts and nuts for the Canadian Pacific Railway.

ARTICLES OF AGREEMENT entered into this Fourth Day of September, in the year One Thousand Eight Hundred and Eighty-two, in triplicate, Between Horton & Son, Bolt and Spike Manufacturers, of Darlaston and London, England, and Her Majesty Queen Victoria, represented herein by the Honorable Sir Charles Tupper, K.C.M.G., the Minister of Railways and Canals of Canada (hereinafter called the Minister), of the second part.

Witnesseth, that Horton & Son, for and in consideration of the conditions and agreements hereinafter mentioned, do agree to and with Her Majesty, her successors and assigns, to manufacture, supply and deliver to the satisfaction of the Minister, in full and perfect accordance with the terms, and agreeably to the true intent and meaning of the undermentioned specification, seventy tons of iron bolts and nuts the bolts to be made $\frac{3}{4}$ inch in diameter, $3\frac{3}{4}$ inches long, with cup heads and square necks, the nuts are to be square. The iron is to be of tough fibrous quality, equal to "Best" "Best" Staffordshire, and shall be subject to the approval of the Inspecting Engineer. The workmanship and finish must be of the best description, great care being taken that the internal faces of the heads and nuts are exactly square with the axis of the bolt. The bolt heads and necks must be solid. The threads of screws to be Whitworth's standard, ten to the inch, cleanly cut to fit tightly in the nuts, and made so as to hold throughout their entire length. The bolts and nuts are to be heated and dipped in boiled linseed oil to prevent rusting, and packed in strong iron bound cases, each case to contain not over two hundred-weight. Also 200 tons of iron spikes, $\frac{5}{8}$ inches by 6 inches long, Barhead. The iron is to be of a tough fibrous quality, equal to "Best" "Best" Staffordshire, and shall be subject to the approval of the Inspecting Engineer. The workmanship and finish must be of the best description. The spikes to be heated and dipped in boiled linseed oil to prevent rusting, and packed in strong iron bound cases, each case to contain not over two hundred-weight. Samples of the said bolts and nuts and spikes to be submitted by and approved by the Inspecting Engineer before the work is commenced, and the whole must be subject to close inspection at all times. The delivery of the same to be made by Horton & Son free on board export ship at London, with an allowance, as hereinafter mentioned, should delivery be taken at Cardiff or Newport, as follows: Thirty tons of iron bolts and nuts by the 15th of October, 1882; forty tons of iron bolts and nuts by the 15th of December, 1882; forty tons of iron spikes by the 15th of October, 1882; forty tons of iron spikes by the 15th of November, 1882; forty tons of iron spikes by the 15th of December, 1882; forty tons of iron spikes by the 15th of January, 1883; forty tons of iron spikes by the 15th of February, 1883.

In consideration whereof Her Majesty's representative as aforesaid doth hereby agree to pay to Horton & Son, or their lawful representative, the sum of twelve pounds net for each ton of the said bolts and nuts, and spikes hereinbefore mentioned, less a reduction of two shillings and sixpence per ton for any portion that may be shipped at Cardiff or Newport, such weight respectively of the said several tons of bolts and nuts, and of the said two hundred tons iron spikes, being to thousand two hundred and forty pounds per ton—the whole being payable as follows, that is to say: The price for each shipment to be paid to Horton & Son on account of same through the banking house of Messrs. Morton, Ross & Company

he City of London, England, upon production of Horton & Son's invoices, and of the bills of lading of such shipment and of the certificates of inspection by the Inspector appointed by the Minister for such purpose. And it is hereby further agreed that the Inspector to be appointed in England by the Minister for such purpose shall have full power to reject any of the bolts and nuts, and spikes which, in his opinion, are not fully and in all respects conformable to and in accordance with the above mentioned specification and this agreement. And it is further agreed that if from strikes or extraordinary occurrences beyond their control, Horton & Son shall be unable to complete the said deliveries, or either of them, within the times respectively specified, a further period not exceeding three months shall be allowed for such incomplete delivery, and thereafter only such further time as the Minister may by writing allow for such purpose.

In witness whereof, the said Horton & Son have hereunto set their hand and seal and the Minister hath hereunto set his hand and affixed his seal, and the Secretary of the Department of Railways and Canals of Canada hath countersigned the same.

Signed, sealed and delivered by Horton & Son, in the presence of,
Signed H. E. B. BUTLER,
3 Clements Lane, E.C. } HORTON & SON, [L.S.]

Signed, sealed and delivered by the Minister of Railways and Canals of Canada, in the presence of,
Signed H. A. FISSIAULT,
Ottawa. } CHARLES TUPPER,
Minister of Railways and Canals.

Countersigned by Secretary of Department of Railways and Canals of Canada. } A. P. BRADLEY,
Secretary. [L.S.]

CONTRACT No. 95.

Between Bayliss, Jones & Bayliss and Her Majesty the Queen, &c.—to supply Bolts, Nuts and Spikes for the Canadian Pacific Railway.

ARTICLES OF AGREEMENT entered into this Fifth Day of September, in the year One Thousand Eight Hundred and Eighty-two, in triplicate, between Bayliss, Jones & Bayliss, Bolt and Spike Manufacturers of Wolverhampton and London, England, and Her Majesty Queen Victoria, represented herein by the Honorable Sir Charles Tupper, K.C.M.G., the Minister of Railways and Canals of Canada (hereinafter called the Minister) of the second part.

Witnesseth, that Bayliss, Jones & Bayliss, for and in consideration of the conditions and agreements hereinafter mentioned, do agree to and with Her Majesty, her successors and assigns, to manufacture, supply and deliver to the satisfaction of the Minister in full and perfect accordance with the terms, and agreeably to the true intent and meaning of the undermentioned specification, *Forty tons of Iron Bolts and Nuts*, the bolts to be made $\frac{3}{4}$ inch in diameter, $3\frac{3}{4}$ inches long, with cup heads and square necks, the nuts are to be square, the iron is to be of tough, fibrous quality equal to "Best" "Best" Staffordshire, and shall be subject to the approval of the Inspecting Engineer; the workmanship and finish must be of the best description, great care being taken that the internal faces of the head and nut are exactly square with the axis of the bolt; the bolt heads and necks must be solid; the threads of screws to be Whitworth's standard, ten to the inch, cleanly cut, to fit tightly into the nuts, and made so as to hold throughout their entire length; the bolts and nuts are to be heated and dipped in boiled linseed oil to prevent rusting, and packed in strong, iron-bound cases, each case to contain not over two hundred weight. Also *three hundred and ten tons Iron Spikes*, $\frac{5}{8}$ inch by six inches, long Brobhead, the iron is to be of a tough, fibrous quality, equal to "Best" "Best" Staffordshire, and shall

be subject to the approval of the Inspecting Engineer. The workmanship and finish must be of the best description, the spikes to be heated and dipped in boiled linseed oil to prevent rusting, and packed in strong, iron-bound cases, each case to contain not over two hundred weight. Samples of the said bolts and nuts and spikes to be submitted to and approved by the Inspecting Engineer before the work is commenced and the whole must be subject to close inspection at all times.

The delivery of the same to be made by Bayliss, Jones and Bayliss free on board export ship at Liverpool with an allowance as hereinafter mentioned, should delivery be taken at Cardiff or Newport as follows:—Forty tons of iron bolts and nuts by the fifteenth of October, one thousand eight hundred and eighty-two, one hundred and ten tons of iron spikes by the fifteenth of October, one thousand eight hundred and eighty-two; fifty tons of iron spikes by the fifteenth of November, one thousand eight hundred and eighty-two; fifty tons of iron spikes by the fifteenth of December, one thousand eight hundred and eighty-two; fifty tons iron spikes by the fifteenth of January, one thousand eight hundred and eighty-three; fifty tons of iron spikes by the fifteenth of February, one thousand eight hundred and eighty-three.

In consideration whereof Her Majesty's representative as aforesaid doth hereby agree to pay to Bayliss, Jones & Bayliss, or their lawful representative, the sum of twelve pounds ten shillings, less two and a-half per cent discount for each ton of the said bolts and nuts and spikes hereinbefore mentioned, less also a reduction of two shillings and sixpence per ton for any portion that may be shipped at Cardiff or Newport, such weight respectively of the said forty tons of bolts and nuts, and of the said three hundred and ten tons iron spikes, being two thousand two hundred and forty pounds per ton, the whole being payable as follows, that is to say:—The price for each shipment to be paid to Bayliss, Jones & Bayliss on account of same through the banking house of Messrs. Morton, Rose & Co., in the City of London, England, or the financial or other duly authorized agent of Canada in England, upon production of Bayliss, Jones & Bayliss invoices, and of the bills of lading of such shipment and of the certificate of inspection by the Inspector appointed by the Minister for such purpose.

And it is hereby further agreed that the Inspector to be appointed in England by the Minister for such purpose, shall have full power to reject any of the bolts and nuts and spikes, which, in his opinion, are not fully and in all respects conformable to and in accordance with the before-mentioned specification and this agreement.

And it is further agreed that if from strikes or extraordinary occurrences beyond their control, Bayliss, Jones & Bayliss shall be unable to complete the said delivery, or either of them within the times respectively specified, a further period not exceeding three months shall be allowed for such incomplete delivery, and thereafter only such further time as the Minister may, by writing, allow for such purpose.

In witness whereof the said Bayliss, Jones & Bayliss have hereunto set the hand and seal, and the Minister hath hereunto set his hand and affixed his seal, and the Secretary of the Department of Railways and Canals of Canada hath counted and signed the same.

Signed, sealed and delivered by Bayliss, Jones
& Bayliss, in the presence of,
FRANCIS AUGUSTUS BRIEGEL,
3 Crooked Lane, London. }

BAYLISS, JONES & BAYLISS.
(L.S.)

Signed, sealed and delivered by the Minister
of Railways and Canals of Canada, in the
presence of,
H. A. FISSIAULT,
Ottawa. }

CHARLES TUPPER, (L.S.),
Minister of Railways & Canals

Countersigned by Secretary of Department of
Railways and Canals of Canada.
A. P. BRADLEY, (L.S.),
Secretary. }

CONTRACT No. 96.

Between Guest and Company and Her Majesty the Queen, etc., etc.—for the supply of Steel Rails and Steel Fish-Plates for the Canadian Pacific Railway.

ARTICLES OF AGREEMENT entered into this Nineteenth Day of August, in the year One Thousand Eight Hundred and Eighty-two, and made in triplicate. Between George Thomas Clark, of Dowlais, Wales, sole Trustee under the will of the late Sir John Guest, Baronet, and now carrying on business as manufacturers at Dowlais Steel and Iron Works, under the name or firm of Guest and Company (hereinafter called the Company) and Her Majesty Queen Victoria, represented herein by the Honorable Sir Charles Tupper, K.C.M.G., the Minister of Railways and Canals, (hereinafter called the Minister) of the second part:

Witnesseth that the Company, for and in consideration of the conditions and agreements hereinafter mentioned, doth hereby agree to and with Her Majesty, her successors and assigns, to manufacture, supply and deliver to the satisfaction of the Minister, in full and perfect accordance with the terms, and agreeably to the true intent and meaning of the specification hereunto annexed marked "A" (which is hereby declared and agreed to be part and parcel of this agreement, and to be taken and read as incorporated herewith, and which is hereinafter called the specification), Eight thousand eight hundred tons of steel rails and four hundred and ninety tons of steel fish-plates of the standard of the Canadian Pacific Railway. The said delivery of the same to be made by the Company free on board, at their wharf, at Cardiff, as follows: Two thousand tons of rails, and one hundred and twenty tons of fish-plates, by the first of November, one thousand eight hundred and eighty-two; two thousand tons of rails and one hundred and twenty tons of fish-plates, by the first of December, one thousand eight hundred and eighty-two; two thousand tons of rails and one hundred and twenty tons of fish-plates by the first of January, one thousand eight hundred and eighty-three; two thousand eight hundred tons of rails and one hundred and thirty tons of fish-plates, by the first of February, one thousand eight hundred and eighty-three.

In consideration whereof Her Majesty's representative, as aforesaid, doth hereby agree to pay to the company or their lawful representatives the sum of five pounds one shilling and six pence for each ton of the said rails hereinbefore mentioned, and the sum of five pounds, one shilling and six pence for each ton of the said fish-plates hereinbefore mentioned, such weight respectively of the said eight thousand eight hundred tons of rails and of the said four hundred and ninety tons of fish-plates, being two thousand two hundred and forty pounds per ton, the whole being payable as follows, that is to say:—The price of each shipment to be paid to the Company, on account of the same, through the banking house of Messrs. Morton, Rose & Company, in the City of London, England, or the financial or other duly authorized agent of Canada, in England, upon production of the Company's invoices and of the bills of lading of such shipment, and of the certificates of inspection by the inspector appointed by the Minister for such purpose.

And it is hereby further agreed that the inspector to be appointed in England by the Minister for such purpose shall have full power to reject any of the rails or fish-plates which, in his opinion, are not fully and in all respects conformable to and in accordance with the specification and this agreement.

And it is further agreed that if from strikes or extraordinary occurrences beyond their control, the Company shall be unable to complete the said deliveries, or either of them, within the times respectively specified, a further period not exceeding three months shall be allowed for such incomplete delivery, and thereafter only such further time as the Minister may, by writing, allow for such purpose.

In witness whereof the said George Thomas Clark, acting on behalf of the Company, hath hereunto set his hand and seal, and the Minister hath hereunto set

his hand and affixed his seal, and the Secretary of the Department of Railways and Canals of Canada hath countersigned the same.

Signed, sealed and delivered by George Thomas
Clark, on behalf of the Company, in the
presence of,

GEORGE T. CLARK (L.S.)

EDWARD P. T. HILLIER,
13 King's Arms Yard, Moorgate St., E.

Signed, sealed and delivered by the Minister of
Railways and Canals, in the presence of,
H. A. FISSIAULT,
Ottawa.

CHARLES TUPPER, (L.S.),
Minister of Railways and Canals

Countersigned by Alexander Priesley Bradley,
Secretary of Department of Railways and
Canals of Canada.

A. P. BRADLEY, (L.S.),
Secretary.

SPECIFICATION FOR STEEL RAILS, 56 LBS. PER YARD AND FASTENINGS.

Rails.

1. The rails are to be accurately rolled, uniform throughout, and true template.

2. The steel used for rolling the rails must be of the first quality, such as secure the best rail manufactured, and best suited for the Canadian climate. The ends are to be cut straight, and perpendicular to the axis of the rail. The head must be perfectly smooth without any defects; the flanges are to be clean, and without chipping. No attempt to improve defective places in the rails after rolling, to be allowed, either by hammering or re-heating; likewise no re-heating shall be allowed for cutting the rails.

The straightening of the rails is to be made when cold by pressure.

Each rail to be distinctly marked on the web with the initials C.P.R. steel, the name of maker and year of manufacture.

3. The weight of the rail must be as nearly as possible 56 lbs. per yard, and every means must be taken to secure this weight. When rolling is commenced and at other times during the process of manufacture, ten rails, perfectly true in section, will be weighed, and if found not corresponding with the required weight, such slight changes in section as necessary to bring the weight to 56 lbs. per yard must be made. No rail varying more than one per cent. above or below the normal weight of 56 lbs. per yard will be accepted, and no payment for overweight will be made.

4. The general length of rails will be 30 feet, but a quantity not exceeding 10 per cent. will be received in shorter lengths (28, 26 and 24 feet), but none under 24 feet.

The short rails are not to be rolled purposely, but are to be cut out of such long rails as may have faulty ends. The length of the rails are to be as stated above, and no deviation from the exact length to be allowed beyond 3-16ths of an inch, either above or below; or a possible extreme variation of 3-8ths of an inch between two rails, the one being all the allowance too long, the other all the allowance too short.

5. The rails will be drilled for fishing with two holes at each end of the exact dimensions, and in positions shown on drawing, viz., $2\frac{1}{2}$ and $7\frac{1}{2}$ inches from end of rail, and elongated 1 by $\frac{7}{8}$ inches. Two notches will be slotted at each end of the rail, $\frac{3}{8}$ inches long and $\frac{3}{4}$ inches deep, with corners well rounded, and in the position as shown on drawing.

6. The rails will be inspected during the whole course of manufacture by an Engineer or Agent appointed by the buyers, who shall have liberty to be present in the Works at all hours, and who will be empowered to reject all rails which, in their opinion, do not come up to the required standard.

Besides accurate external examination, the rails will be subject to the following tests.

One rail out of each 100 tons (or one or more rails taken at random out of each day's make, if so required) will be chosen and tested as follows:—

a. A portion of the rail placed on supports, 3 feet 6 inches apart, must stand without fracture a blow from a ball one ton in weight, falling from a height of 8 feet.

b. Another portion of the rail, similarly supported, shall be submitted to successive blows from a ball weighing 3 cwt., from heights of 3 feet, 4 feet and 5 feet, and the respective deflections are not to exceed $\frac{1}{8}$ inch, $\frac{1}{4}$ inch, and $\frac{1}{2}$ inch.

If the first rail taken out of the lot of the 100 tons does not stand the above tests, the lot is to be divided by halves, and one rail of each half (50 tons) tested. If these tests are unsuccessful, the whole lot is to be rejected.

The falling weight test shall be continued until fracture results, and the facts duly recorded and reported.

All the expense of testing is to be borne by the makers. The test to be recorded in a statement signed by the Receiving Inspector, and by the Manufacturer's Agent present at the tests. The rejected rails are to be put away especially marked as rejected. The accepted rails are to be weighed, and each stamped.

Fishplates.

1. The fishplates are to be of a similar quality of tough mild steel as the rails, and subject to such tests as may be required.

2. A template will be furnished, to which two sample plates shall be made, and, when approved by the Engineer, they shall be the standard of finish and weight.

3. They are to be 20 inches long, square at ends, perfectly straight and smooth on every surface, and of uniform section throughout.

4. Each fishplate must be punched hot with four holes as shown on drawing. These holes must be clean and true, and exactly in the centre of the width, free from burrs on either side, and perfectly accurate in size and position.

5. Every means must be taken to make the fishplates uniformly true to template, and exactly according to drawing, so as to fit the rails perfectly and interchangeably.

6. The fishplates to be dipped to prevent rusting, and then properly secured in bundles of ten, in the usual manner, for shipment.

THOMAS REYNOLDS, *Inspecting Engineer.*

CLEMENTS LANE, London, E. C.

CONTRACT No. 97.

ARTICLES OF AGREEMENT entered into between John McDonald, and Her Majesty the Queen, represented by the Minister of Railways and Canals, of the Dominion of Canada,—to construct six combined Passenger and Freight buildings on 42nd Contract, Canadian Pacific Railway.

“A”

This is exhibit “A” referred to in the contract entered into this 14th day of November, A.D., 1882, hereto annexed and made between John McDonald and Her Majesty Queen Victoria.

Signed, “JOHN McDONALD”

SPECIFICATION OF COMBINED PASSENGER AND FREIGHT BUILDING.

1. The materials required for the framing and finishing of the walls, partition roof, &c., to be of the best quality of their several kinds. The timber for the carpenter work may be spruce, that for the joiner work and sheathing to be white pine. The timber to be cut die square, perfectly sound, free from shakes, large or loose knots, and all other defects.

2. The general dimensions, height of rooms and internal arrangements as shown on the drawings.

3. The buildings and platforms will be erected on cedar or tamarac mud sill firmly bedded. The ground over the several sites will be excavated and levelled where necessary for this purpose.

4. The frame work consists of a sill and wall plate 6in. x 4in. half checked joinings and corners and spiked. Upright posts 6in. x 6in. to be set at each corner of building, on each side of door and window opening and under brackets. Intermediate posts 6in. x 4in. to be placed at distances not exceeding 4ft. The girders 6in. x 2in., to be placed about 2ft. 6in. apart, gained into posts and properly nailed. Outer walls to have studding necessary for lathing purposes. All to be properly trimmed for doors and windows.

5. The outer walls of the building to be covered with 1in. rough square edge merchantable pine lumber, in widths of 9 inches, of sufficient length to reach from the lower side of sill to under side of roof boarding, and nailed properly with 3in. cut nails.

6. After the boards are nailed on, the joints are to be covered with best 3in. x 1in. battens of pine, cut in one length same as boards, and nailed with 2½in. cut nails.

7. The roof to be constructed as shown, the rafters to be of 9 x 2 placed at 2ft. 6in. centres and connected by a collar beam 9 x 2. The rafters to project 6in. from the walls of the building.

8. The projecting portions of roof to be supported by strong pine brackets, made from 6in. x 6in. scantling, having moulded ends, and to be strongly bolted to posts of building, with two ¾ inch bolts.

9. The rafters to be covered with 1 inch pine or spruce, matched boards, not more than 9 inches wide, the joints broken where practicable, and properly nailed with 3in. cut nails, three nails to each board on each bearing.

10. The roof boards to be covered with the best pine or cedar shingles laid in mortar, and not more than 4 inches to the weather, well nailed to boards about 2 inches above the butt.

11. The roof to be finished with saddleboards 6 inches broad, and a ridge all round 2½ inches diameter.

12. The underside of projections of roof shall be covered with 1 inch well seasoned pine boards, planed, grooved and tongued, and not more than 4 inches wide. The ends of the rafters and roof boarding to be finished off with box cornice and fascia boarding, to detail, as shown on drawing. The dormer windows to be framed into roof of building as shown in drawing, and boarded and shingled as provided for rafters. The valleys and hips to be covered with 26 ounces galvanized iron, 18 inches wide and 4 inches lap, properly laid and secured.

13. The floor joists to be 12in. x 3in. planks, 18 inches from centres, bridged with two rows of 1in. x 3in. crossed bridging. The joists in office and waiting rooms to be covered with a double floor. First with 1-inch boards nailed with 3-inch cut spikes, then with 1½-inch planed, grooved and tongued flooring nailed to the floor below with 4-inch cut spikes. The joists in the office and waiting rooms to be counter-floored. Fillets 1in. x 1½in. well nailed, covered with rough boarding, and to have a good coat of hair mortar. Floor in second storey to be 1½in. planed, grooved and tongued and properly nailed.

14. The partition wall between freight room and office to be of 2in. x 4in. studding. The other partitions will be set throughout as shown by the plans, set 2in. x 4in. set 16 inches from centres. Studs for door jams and projecting angle to be 4in. x 4in. or set double.

15. Fix grounds around the window and door openings, and for top of base and skirting to finish flush with the plastering, and finish all angles with corner bead.

16. The windows to have double frames, pulley stiles $1\frac{1}{2}$ inches thick, sashes 2 inches thick, throated and moulded, single hung, furnished with pulleys, cords and weights, and with all necessary fastening; to have outside and inside linings, and wickets placed where shown on plan. The glass for windows and transoms to be of 21oz. Chance's Smethwick. (All glass to be 12" x 16".)

17. The outside doors of waiting rooms to be as shown on drawing, framed of 2 inch pine plank with panels and mouldings, provided with strong hinges, latches and approved locks. The inside doors of both storeys to be $1\frac{1}{2}$ inches thick, framed with panels and mouldings, and provided with all necessary hinges and locks. The doors of second storey, where indicated on drawing, to be glazed in upper half. The freight room doors to be made from 2-inch seasoned pine, and fitted in with two thicknesses of grooved and tongued stuff placed diagonally and well fastened. To slide on rollers from centre to each side in a frame built inside, and to be provided with rollers, fastenings and locks.

18. The walls of the waiting rooms, office, baggage room and closets and kitchen in second storey to be sheathed to the height of four feet with pine sheathing, planed, matched and beaded, put on vertical, and finished with a neat cap. The walls under the sheathing to receive a coat of plaster.

19. The ceilings, walls and partitions of the office, waiting rooms, baggage room, stairway passage and rooms to second storey, and closets, to be lathed, breaking joint, with good sound laths, and the whole to be covered with three coats of plaster, the first coat to have sufficient hair mixed with it to ensure perfect adhesion. The mortar to be composed of fresh burned lime and clean coarse sand to approval.

20. The inside of the freight room to be lined with 1 in. pine boards 9 in. wide, from the floor upwards to a height of 8ft. 6in. The whole to be well nailed with 3in. cut nails to posts and girts. The floor to be of good sound 3in. plank, well nailed to joists with 6in. cut spikes.

22. Strong platforms will be framed, from 3in. plank, as may be directed, to carry chimneys which will be built of best quality of brick, finished at top as shown on drawings. To be flashed and step flashed at roof with 26 oz. galvanized iron. The platforms carrying chimneys to be properly cased and fitted with doors having suitable fastenings.

23. The whole of the internal and external woodwork, except the shingles, to be properly primed, knotted and stopped, and will be painted with three coats of best anti-corrosive paint and linseed oil, of an approved light stone colour. The shingles to be painted two coats anti-corrosive paint and linseed oil and finished off an approved slate color.

24. The platforms to be of the dimensions shown on the plan, supported on flatted cedar or tamarac sills and joists as shown, the whole to be planked crosswise with good sound 3in. plank, the edge next the track to be level with the surface of the rail, and the platform to incline upwards four inches, to the level of the floor of waiting room. In front of freight room a freight platform 8ft. wide and 3ft. 9in. above top of rail to be built as shown.

25. This specification, together with the plan exhibited, are to be taken as giving a general idea of the work required, and any omissions in either are not to be considered as invalidating the contract, and parties tendering must embrace everything in their tender, whether mentioned or not, as they will be required to complete the work according to the true intent and meaning of this specification and plan for the contract rate.

26. The Contractor shall, at his own expense, from time to time, insure against loss by fire, and make the policies over to the Minister of Railways and Canals, for the amount of moneys advanced on the work.

27. The Contractor finding all material and labor, shall complete the buildings for the contract price. He shall commence operations immediately after the contract has been executed, and make such progress as shall secure their completion, ready for occupation, by the time mentioned in the form of tender.

28. No tender will be entertained unless an accepted bank cheque for *two hundred dollars* accompanies the tender, which shall be forfeited if the party tendering declines or fails to enter into contract for the works, when called upon to do so, and the sum stated in the offer submitted. In the event of a tender not being accepted the cheque will be returned.

29. For the due fulfilment of this contract satisfactory security will be required by deposit of money, public or municipal securities, or bank stock, to the amount of about five per cent on the bulk sum of the contract, of which the sum sent in with the tender will be considered a part.

30. The Contractor shall execute a contract embodying this specification and other clauses usual in such agreements.

31. Payments will be made as the work progresses, on certificate of the Engineer, with 10 per cent. deduction, until the contract has been duly fulfilled.

32. The Government does not bind itself to accept the lowest, or any tender.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

CANADIAN PACIFIC RAILWAY OFFICE, OTTAWA, 29th April, 1881.

A water closet building, 10ft. x 10ft. on floor, with 8ft. walls and pitched roof to be erected adjacent to station building where directed by the Engineer. The building to be framed, boarded, and shingled and painted outside similar to station building. Large sized ventilator to be fitted into roof. A glazed sash, 2ft. 6in. x 2ft. to be fitted in each gable. The building to be divided by a passage and fitted on one side with three water closets and on the other with four urinals. The partition will be 7 feet high, of grooved and tongued boarding, finished with moulded cap. The closets to have doors furnished with suitable hinges and fastenings. Each closet to have proper risers and seats. The urinals to be divided by boardings and furnished with troughs. Suitable cess-pit to be excavated and lined with 2 inch plank.

In tenders a separate price to be given for this building.

"B."

TENDER FOR STATION-HOUSES, CANADIAN PACIFIC RAILWAY.

The undersigned is prepared to complete the erection of six combined passenger and freight houses on the line of the Canadian Pacific Railway, at the following points, viz.:—Rossland, Cormac, Summit, Gilbert, Vermillion and Eagle River, for the sum of three thousand eight hundred and seventy dollars each, and eighty dollars each for the out-houses, making in all, the sum of twenty-three thousand seven hundred dollars, and to complete the same agreeable to plans and specification, on or before the first day of October, A.D., 1883.

Enclosed please find certified cheque for \$1,185.

This is exhibit "B" referred to in contract entered into this 14th day of November, A.D., 1882, hereto annexed, and made between John McDonald and Her Majesty Queen Victoria.

JOHN McDONALD.

To J. E. W. CADDY, Esq., District Engineer, Rat Portage.

ARTICLES OF AGREEMENT entered into on the fourteenth day of November in the year of Our Lord one thousand eight hundred and eighty-two, and made in duplicate between John McDonald, of the Village of Prince Arthur's Landing, in the District of Thunder Bay, contractor, of the first part; and Her Majesty Queen Victoria represented herein by the Minister of Railways and Canals of the Dominion of Canada of the second part; Witness, that the party of the first part hereby binds and obliges himself to and in favor of Her said Majesty, Her Heirs and Successors, for and in consideration of the covenants, conditions and agreements hereinafter mentioned, to fit all necessary timber, lumber, labor, tools, implements and materials whatsoever, at

construct, complete and finish, in every respect, to the satisfaction of the said Minister, in a good, substantial and workmanlike manner, agreeably to the true intent and meaning of the specification hereunto annexed, and duly signed "ne varietur" by the parties hereto, and in accordance with the plans, also so duly signed, remaining on record in the Department of Railways and Canals, where reference thereto may be had.

Six combined passenger and freight buildings at the stations mentioned in the plan hereto annexed, namely:—Rossland, Cormac, Summit, Gilbert, Vermillion and Eagle River, all of which are on Section "B," on the line of the Canadian Pacific railway, between Prince Arthur's Landing and Winnipeg. The whole to be completed and finished, and to be in every respect ready for use on or before the first day of October, one thousand eight hundred and eighty-three.

In consideration whereof, Her Majesty Queen Victoria, represented by the said Minister as aforesaid, doth hereby promise and agree to pay to the party of the first part, or to the heirs, assigns, or lawful representatives of the party of the first part according to the provisions of the Act thirty-first Victoria, chapter twelve), that is to say:—

For each of the said six passenger and freight buildings, three thousand eight hundred and seventy dollars, and for each water closet the sum of eighty dollars, the whole being a bulk sum of twenty-three thousand seven hundred dollars.

And the said party of the first part, and Her said Majesty, represented as aforesaid, do hereby declare, covenant and agree that the said contract and undertaking shall be and is further made and entered into by the said party of the first part and Her said Majesty, represented as aforesaid, under the express agreements, stipulations, covenants and conditions following, that is to say:—The party of the first part will be held responsible for the correct and proper setting out of the work previous to the commencement of the same, and will have to make good any errors at his own cost and charges.

Firstly.—That payments of the price hereinbefore mentioned, shall be made to the party of the first part after an estimate of the Officer in charge shall have been received by the Minister, specifying the amount of work done to the satisfaction of the said Minister, or his successors in office, or person in charge of the works, during the month then ended; but that, nevertheless, it shall be lawful for Her Majesty to withhold from the party of the first part and retain 10 per cent. out of the amount of the several estimates until the perfect completion of the work, and the acceptance of the same by the Minister, which 10 per cent., so withheld and retained, shall be paid with the last instalment, after the Officer in charge shall have delivered to the Minister his final estimate of the work performed, and the materials furnished, in virtue of these presents, and his certificate of the work having been fully completed and finished, if the Minister shall so soon have accepted and approved of the work; and that in forming his final estimate, the Officer shall not be bound or governed by the preceding monthly estimates, which shall be taken and considered merely as approximate.

Secondly.—That if, by the report of the Superintendent employed by the Minister at that behalf, it shall appear that the establishment and rate of progress at and in the said works, are not such as to insure the completion of the same within the time herein prescribed, or if the party of the first part shall persist in any course, violating the provisions of this contract, Her said Majesty shall have the power, at her discretion, by the Minister aforesaid, or his successors in office, without previous notice or protest, and without process or suit at law, either to take the work, or any part thereof, out of the hands of the party of the first part, and to relet the same to any other contractor or contractors, without its being previously advertised, or to employ additional workmen, and provide materials, tools and other necessary things at the expense of the party of the first part; and the party of the first part in either case shall be liable for all damages, and extra costs and expenditure, which may be incurred by reason thereof; and shall in either of such cases

likewise forfeit all moneys then due, under the conditions and stipulations, or any or either of them herein contained.

Thirdly.—That in case of failure in the contract, the party of the first part shall thereby forfeit all right and claim to the said ten per cent., or any part thereof remaining unpaid, as well as to any moneys whatever due on this contract.

Fourthly.—That all materials for the said work shall be inspected and approved of, before being used, and any materials disapproved of shall not be used in the work, and if not removed by the party of the first part, when directed by the person in charge, then the rejected materials shall be removed by the person in charge, to such place as he may deem proper, at the cost and charge, and at the risk of the party of the first part; but it is distinctly understood and agreed, that the inspection and approval of materials, shall not in any wise subject Her said Majesty to pay for the said materials, or any portion thereof, unless employed or used in the said work, nor prevent the rejection, afterwards, of any portion thereof, which may turn out to be unsound or unfit to be used in the work, nor shall such inspection be considered as any waiver of objection to the work on the account of the unsoundness or imperfection of the materials used.

Fifthly.—That it shall be in the power of Her said Majesty to make payments or advances on materials of any description procured for the works, or used, or intended to be used, about the same, in such cases and upon such terms and conditions as the said Minister may seem proper; and that whenever any advance or payment shall be made to the party of the first part, upon any materials of any description, the materials upon which such advance or payment shall be made, shall thenceforward be vested in and held as collateral security by Her Majesty, Her Heirs and Successors, for the due fulfilment by the party of the first part, of the present contract; it being, however, well understood that all such materials of any kind shall remain at the risk of the party of the first part, who shall be responsible for the same, until finally used and accepted as part of the work by the Minister; but the party of the first part shall not presume to exercise any act of ownership or control whatever over any tools, implements or materials upon which any advance or payment shall have been so made, without the permission in writing of the Minister. The party of the first part is to take upon himself the entire risk of, and be answerable for all accidents and damages of any kind, which may occur during the performance of the contract, whether arising from fire, storms or otherwise. In case of damage to the works, he is to repair and make good the same as soon as possible at his own cost and charge; and in respect of any other kind of accident or damage, he is forthwith to reimburse and compensate the injured parties as the case may require, for all expenses, losses and injuries they may have sustained in consequence of such accident or damage.

Sixthly.—That should any foreman, overseer, mechanic or workman employed on or about the work, give any just cause of complaint, the party of the first part shall, immediately upon the application of the Minister or person in charge, dismiss such person or persons forthwith from the works, and he shall not be employed again thereon, without the consent of the Minister; and should the party of the first part continue to employ such foreman, overseer, mechanic or workman, the party of the first part shall forfeit to Her Majesty, Her Heirs and Successors, the sum of twenty dollars, current money aforesaid, for each and every day during which such foreman, overseer, mechanic or workman shall be employed on the works, after such application as aforesaid; and all sums so forfeited shall be deducted from and out of the amount which the party of the first part may be entitled to receive from Her said Majesty, at the commencement of the month next ensuing such forfeit, or at a later period, as Her Majesty shall deem proper.

A competent foreman to be kept on the ground, during all the working hours, to receive the orders, but should the person so appointed be deemed incompetent, or conduct himself improperly, he shall be discharged, and another appointed in his stead; such foreman, in the absence of the party of the first part, shall be considered as his lawful representative, and shall have full power to make alterations, or de-

tions in any works that the officer in charge may not consider in accordance with the contract.

With regard to the drawings, it is to be understood, that whoever the dimensions are marked on the drawings or described in the specification, such dimensions are to be worked from, and considered correct, although not exactly corresponding with the admeasurements by scale, which are to be referred to only when the dimensions are not so marked or described on the drawings. Drawings to larger scales, and those showing particular parts of the work, are to be taken as more correct than those to smaller scales. It is to be understood that the party of the first part is to execute the several parts of the work, in strict compliance with the working or detail drawings which may from time to time be furnished; provided always that they are not at variance with the true intent and meaning of the original drawings.

Seventhly.—That if any change or alteration, either in position or details of any part of the work shall be required by the said Minister, during the progress thereof, the party of the first part is hereby bound to make such alteration or change, and if such alteration or change shall entail extra expense on the said party of the first part, either in labor or materials, the same shall be allowed to the said party of the first part, or, should it be saving to the said party of the first part in either labor or materials, the same shall be deducted from the amount of this contract; in either case the amount is to be determined by the estimate made by the Minister, or Officer in charge. But no such change or alteration, whatever may be the extent or quality thereof, or at whatever time the same may be required to be made, pending the said contract, shall in any wise have the effect of suspending, superseding, annulling or rescinding this contract, which shall continue to subsist, notwithstanding any such change or alteration; and every such change or alteration shall be performed and made by the said party of the first part, under and subject to the conditions, stipulations and covenants herein expressed, as if such change or alteration had been expressed or specified in the terms of this contract; and should the said party of the first part be required by Her Majesty, represented as aforesaid, to do any work, or furnish any materials for which there is not any price specified in this contract, the same shall be paid for at the estimated prices of the Officer in charge of the works; but no change or alteration as aforesaid whatever, and no extra work whatever, shall be done without the written authority of the Officer in charge, given prior to the execution of such work, nor will any allowance or payment whatever be made for the same, in case it should be done without such authority.

Eighthly.—That the party of the first part shall not in any way dispose, sublet or relet any portion of the work embraced in this contract, except the procuring of materials. The party of the first part is to maintain, uphold and guarantee the stability of the works and keep them in perfect repair and condition for six months after the completion of the contract, and if during this term any defects shall appear, they are forthwith to be made good by the party of the first part at his own cost and charge, so that the works may be delivered up in a perfect condition at the end of the above named period; the true intent and meaning of the specifications and contract being, that the whole of the works are to be satisfactorily and completely finished, and to be perfect in all their parts.

Ninthly.—Should any difference of opinion arise as to the construction to be put upon any part of the specifications or places, the same shall be determined by the Minister alone, and such determination shall be final and conclusive, and binding upon the parties to this contract, and every of them.

Tenthly.—That any notice or other paper connected with these presents, which may be required or desired, on behalf of Her Majesty, to be served on the party of the first part, may be addressed to the party of the first part, at his or their domicile or usual place of business, or at the place where the work hereby contracted for is to be carried on, and left at the Post Office, and any paper so addressed and left at the Post Office, shall, to all intents and purposes, be considered legally served.

Eleventhly.—That should the party of the first part not complete the work herein contracted for, at the period agreed upon as above mentioned, the said party of the

first part shall be liable for, and shall cause to be paid to the party of the second part, all salaries or wages which shall become due to the person or persons superintending the work, on behalf of the said Minister, from the above named period for completion, until the same shall actually be completed and received.

Twelfthly.—That should the amount now voted for this service by the Legislature, be at any time expended previous to the completion of the work now contracted for, the said party of the first part may or not, as may be seen fit, on receiving notice in writing from the said party of the second part to the above effect, stop the work; but in any case, the party of the first part shall not be entitled to any further payment for work done, after the service of the notice above referred to, until the necessary funds shall have been voted by the Legislature; nor shall the said party of the first part have any claim for compensation or damages for the said suspension of payment.

Thirteenthly.—In this agreement the words "the party of the first part" shall include and comprehend (where the context admits of it) the heirs, executors and administrators of him, the party of the first part.

Fourteenthly.—The Specification marked "A," and the Tender marked "B," and the Plan marked "C," hereunto annexed, together with the plans or drawings of the said works so to be executed as aforesaid, and herein or therein referred to, shall respectively be deemed taken and read as parts and parcels of this Agreement, and shall be considered as if the same respectively were actually embodied herein.

In witness whereof, the party of the first part, and the said Minister representing Her Majesty as aforesaid, have hereunto signed their names and set their seals, and the Secretary hath also countersigned these presents.

JOHN McDONALD. [L.S.]

Signed and sealed by the said party of the first part, in presence of,
JNO. M. MUNRO,
Solicitor, &c.,
Prince Arthur's Landing, Ont. }

CHARLES TUPPER, [L.S.]
Minister of Railways and Canals

Signed and sealed by the said Minister, and countersigned by the Secretary, in presence of
H. A. FISSIAULT. }

A. P. BRADLEY, *Secretary*.
[L.S.]

CONTRACT No. 98.

Between Colin Nichol Black and the Minister of Railways and Canals, &c., &c., for the supply of 30,000 tamarac ties 8'—0 x 7" x 6" at 25 cts. each, for the Canadian Pacific Railway.

FORT WILLIAM, 19th January, 1883.

THIS AGREEMENT made in duplicate the nineteenth day of January, in the year of Our Lord, One thousand eight hundred and eighty-three, by and between Colin Nichol Black, of the town plot of Fort William, in the District of Thunder Bay, Province of Ontario, merchant, of the first part; and the Minister of Railways and Canals, by his agent, John St. Vincent Caldry, of the place, district and province aforesaid, engineer, of the second part;

Witnesseth: That in consideration of the conditions hereinafter mentioned, the party of the first part does for himself, his heirs, executors and assigns, covenant, promise and agree to and with the party of the second part, to make, deliver and pile, or caused to be made, delivered and piled on the line of the Canadian Pacific Railway at convenient points for loading on the cars, thirty thousand ties (30,000) of the following dimensions and description, viz.:—The ties shall be made of live tamarac, eight feet long seven inch faces and six inches thick; they shall be sound, well matured out of wind, with parallel faces, and the ends shall be sawed off square and neatly chopped to a level from both faces to the centre; they shall be piled in sing-

es four feet from the rail, and the whole number of thirty thousand ties shall be made, delivered and piled as aforesaid not later than the first day of June now next ensuing ;

And the party of the first part shall furnish, at his own cost, all the material and labor required for making, delivering and piling the said ties in the manner aforesaid ;

In consideration whereof, the party of the second part covenants, promises and agrees to and with the party of the first part, that he will pay or cause to be paid for each tie made, delivered and piled in accordance with the above-mentioned dimensions and description, twenty-five cents, or for the whole, thirty thousand ties, the sum of seven thousand five hundred dollars. And the party of the second part further agrees with the party of the first part to pay each month an amount equal to 10 per cent. of the value of the ties delivered and piled as aforesaid, the remaining 10 per cent. to be retained until the whole number of ties shall be delivered and piled as aforesaid ; but in the event of the party of the first part failing to deliver and pile the said number of ties within the time above specified, then the 10 per cent. retained shall be forfeited, and the party of the second part shall be at liberty to employ some other persons to complete the contract.

In witness whereof we have hereunto set our hands and affixed our seals the day and date first above written.

Witness: L. H. ALLISON.

C. N. BLACK. [L.S.]
J. St. V. CADDY. [L.S.]

RESOLUTION

(27j)

Of the HOUSE OF COMMONS, dated 20th February, 1882 :—A Supplementary Return respecting the Canadian Pacific Railway, viz. :—Location of Eastern Section, Current Creek to Nepigon ; and Freight Tariff, Western Division.

LOCATION, EASTERN SECTION, CURRENT CREEK TO NEPIGON.

OTTAWA, 24th February, 1882.

Minister finds you have not furnished the Department with plans, &c., of the location east of Current River. It is necessary to have them submitted at once for approval.

A. P. BRADLEY.

C. DRINKWATER, Esq., Montreal.

OTTAWA, 24th February, 1883.

By Telegraph from Montreal to A. P. Bradley, Railways and Canals.

Plans of location east of Current River have been sent, but have not yet reached, owing probably to difficulty of mail communication. They are expected daily, and will be deposited the moment they arrive.

C. DRINKWATER.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 20th March, 1883.

SIR,—I have now the honor to transmit a profile and plan showing the location of the main line of the Canadian Pacific Railway from Prince Arthur's Landing to Nepigon, and I am instructed to request that the same may be submitted for the approval of His Excellency the Governor General in Council.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

P. BRADLEY, Esq., Secretary, Railways and Canals.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE ENGINEER IN CHIEF, OTTAWA, March 21st, 1883.

SIR,—By letter dated the 20th instant, the Secretary of the Canadian Pacific Railway Company submits for approval a plan and profile of the main line between Prince Arthur's Landing and Nepigon, a distance of about sixty-eight miles.

After examining the plan and profile I find the location originally laid out by the Government is generally followed. There are no grades exceeding fifty-three feet to the mile, nor curves of a less radius than 1,433 feet.

That portion of the line covered by the plan between Prince Arthur's Landing and Current River has already been approved by Order in Council dated the 6th November last, and I now recommend that the remaining portion to Nepigon be now approved.

I have the honor to be, Sir, your obedient servant.

COLLINGWOOD SCHREIBER, *Chief Engineer.*

P. BRADLEY, Esq., Secretary.

Memorandum.

OTTAWA, March 22nd, 1883.

The undersigned has the honor to represent that the Canadian Pacific Railway Company have under date the 20th inst. submitted for approval a profile and plan showing the location of the main line of the Canadian Pacific Railway from Prince Arthur's Landing to Nepigon, a distance of about sixty-eight miles.

That such profile and plan having been referred to the Government Chief Engineer, he has reported under the date 21st inst., to the effect that the proposed location is generally that laid down by the Government; that there are no grades exceeding 53 feet to the mile, nor curves of a less radius than 1,433 feet, and advise approval of the location.

The portion between Prince Arthur's Landing and Current Creek covered by the present plan having already been approved of by Order in Council dated the 6th of November last, the undersigned recommends that the approval be now given to the location of the portion between Current Creek and Nepigon, as shown on the plans submitted.

Respectfully submitted,

CHARLES TUPPER, *Minister of Railways and Canals.*

CERTIFIED COPY of a Report of a Committee of the Honourable the Privy Council approved by His Excellency the Governor General in Council, on the 29th March 1883.

On a Report dated the 22nd March, 1883, from the Minister of Railways and Canals, submitting an application dated 20th March instant, from the Canadian Pacific Railway Company for the approval of a profile and plan showing the location of the main line of the Canadian Pacific Railway from Prince Arthur's Landing to Nepigon, a distance of about sixty-eight miles.

The Minister represents that such profiles and plans having been referred to the Government Chief Engineer, he has reported under date the 21st instant, to the effect that the proposed location is generally that laid down by the Government, that there are no grades exceeding fifty-three feet to the mile, nor curves of a less radius than 1,433 feet, and advises approval of the location.

The Minister further represents that the portion between Prince Arthur's Landing and Current Creek covered by the present plan having been already approved of by Order in Council dated the 6th of November last, he recommends that approval be now given to the location of the portion between Current Creek and Nepigon as shown on the plans submitted.

The Committee concur in the foregoing recommendation and submit the same for Your Excellency's approval.

JOHN J. MCGEE.

Hon. Minister Railways and Canals.

FREIGHT TARIFF—WESTERN DIVISION.

GOVERNMENT RAILWAYS IN OPERATION, OFFICE OF THE CHIEF ENGINEER,
OTTAWA, 9th December, 1882.

SIR,—In accordance with instructions received from the Honorable Minister I have prepared for his consideration a freight tariff for the Western Division of the Canadian Pacific Railway. This, it will be observed, is higher than the tariff of Railways in Eastern Canada, but I think it is so only in proportion to the comparatively greater cost of operating a railway in the North-West. In framing this tariff, I have taken great care in endeavoring to arrive at just and fair rates, and believe those herewith submitted to be so. I have taken into consideration the cost of fuel used in this section of railway is at least 110 per cent. higher than in Eastern Canada, that of labor 45 per cent. higher, and that of general supplies 60 per cent. higher, and that the line runs for hundreds of miles through

district which, if not wholly unsettled, is very sparsely settled indeed, and which will yield but a very light traffic for some time to come.

I have, however, borne in mind the express wishes of the Honorable Minister that the tariff be framed with a view to the settlement of the country and the promotion of its trade.

To this end, low rates are placed on some of the most important articles, such as emigrants' effects, (one-half special, 6th class,) coal, cordwood, lumber and grain.

Although this tariff, as I am aware, is not so liberal as the Company might desire, and although it may also strike the Hon. Minister himself as being high, I believe it to be fair and reasonable, and such as, upon consideration, both parties may approve.

As the country is rapidly settling, and as the nature of its trade must necessarily undergo changes to which it will be desirable that the tariff should conform, I beg to suggest that, in whatever form it may be approved the tariff be put in force for one year only.

I have the honor to be, Sir, Your obedient servant,

COLLINGWOOD SCHRIEBER, *Chief Engineer.*

A. P. BRADLEY, Esq., *Secretary.*

Memorandum.

OTTAWA, 9th December, 1882.

The undersigned has the honor to represent that application has been made by the Canadian Pacific Railway Company, having in view the fixing of the tariff of tolls for the conveyance of freight on the Western Division of their railway, approval of which by the Governor in Council is required under the provisions of the Consolidated Railway Act, 1879, 42 Vic., Cap. 9, section 17, sub-section 9, such tariff accompanying the present report.

That in relation thereto the Chief Engineer of the Canadian Pacific Railway states under date the 9th instant, that, though higher than the tariffs of railways in Eastern Canada, it is, in his opinion, so only in proportion to the comparatively greater cost of operating a railway in the North-West, and that the rates submitted are just and fair, taking into consideration the fact that cost of fuel used on that section of railway is at least 110 per cent. higher than on roads in Eastern Canada, that of labor 50 per cent., and of general supplies 60 per cent. higher; further that the line runs for hundreds of miles through a country but sparsely settled, and yielding for some time to come but a very light traffic. The tariff in question has, however, been framed with a view to the settlement of the country, and the promotion of its trade; and to this end low rates have been placed on some of the more important articles, such as emigrants' effects, coal, cordwood, lumber and grain. In view of the changes which the rapid rate of settlement in the country may be expected to produce, he advises that the period for the operation of the present tariff be one year only.

The undersigned concurs in the above and recommends that the necessary approval be given to the said tariff, the same to continue in force for one year only.

Respectfully submitted.

CHARLES TUPPER,

Minister of Railways and Canals.

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 23rd March, 1883.

On a Memorandum dated 9th December, 1882, from the Minister of Railways and Canals, submitting for approval in accordance with the provisions of the Consolidated Railway Act, 1879, the accompanying proposed Freight Tariff on the Western Division of the Canadian Pacific Railway,

That in relation thereto the Chief Engineer of Government Railways states, under date the 9th instant, that though higher than the tariffs of railways in Eastern Canada, it is, in his opinion, so only in proportion to the comparatively greater cost

of operating a railway in the North-West, and that the rates submitted are just and fair, taking into consideration the fact that the cost of fuel used on this section of railway is at least 110 per cent. higher than on roads in Eastern Canada, that of labor 45 per cent., and of general supplies 60 per cent. higher; further, that the line runs for hundreds of miles through a country but sparsely settled, and yielding for some time to come but a very light traffic. The traffic in question has, however, been framed with a view to the settlement of the country and the promotion of its trade and to this end low rates have been placed on some of the more important articles, such as emigrants' effects, coal, cordwood, lumber and grain. In view of the changes which the rapid rate of settlement in the country may be expected to produce, he advises that the period for the operation of the present tariff be one year only, and he, the Minister, concurs in the above report.

The Committee recommend that the Freight Tariff on the Western Division, as submitted, be approved accordingly, such tariff to be operative until the first day of January, 1884.

JOHN J. MCGEE.

Hon. Minister Railways and Canals.

PROPOSED Freight Tariff of the Canadian Pacific Railway Company (Western Division).

Rates for	Merchandise Classes.				Special Classes.							Coal, per Ton.	Coal from Thunder Bay in Quantities per Ton on Special
	1	2	3	4	1	2	3	4	5	6	7		
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per brl.	Per brl.	Per car.	Per car.	Per car.	Per car.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
10 miles	0 13	0 15	0 10	0 08	0 07	0 14	0 18	10 00	10 00	13 00	12 00	1 00	1 00
15 "	0 18	0 15	0 12	0 09	0 08	0 16	0 21	11 00	13 00	15 00	14 00	1 20	1 10
20 "	0 21	0 18	0 14	0 11	0 09	0 18	0 24	12 00	16 00	17 00	16 00	1 45	1 35
25 "	0 24	0 20	0 16	0 12	0 10	0 20	0 26	13 00	18 00	19 00	17 00	1 50	1 40
30 "	0 27	0 23	0 18	0 14	0 11	0 22	0 28	14 00	19 50	21 00	18 00	1 60	1 50
35 "	0 29	0 24	0 20	0 15	0 11½	0 23	0 30	15 00	21 00	23 00	20 00	1 65	1 55
40 "	0 31	0 26	0 21	0 16	0 12	0 24	0 32	16 00	22 50	25 00	22 00	1 70	1 60
45 "	0 33	0 28	0 22	0 17	0 12½	0 25	0 34	17 00	24 00	27 00	23 00	1 75	1 65
50 "	0 35	0 29	0 24	0 18	0 13	0 26	0 36	18 00	25 00	29 00	24 00	1 80	1 70
55 "	0 37	0 31	0 25	0 19	0 13½	0 27	0 38	19 00	26 50	31 00	25 00	1 90	1 80
60 "	0 39	0 33	0 26	0 20	0 14	0 28	0 39	20 00	28 00	33 00	26 00	1 95	1 85
65 "	0 41	0 34	0 27	0 21	0 14½	0 29	0 40	21 00	29 50	35 00	26 00	2 00	1 90
70 "	0 43	0 36	0 29	0 22	0 15	0 30	0 41	22 00	31 50	37 00	27 00	2 05	1 95
75 "	0 45	0 38	0 30	0 23	0 15½	0 31	0 42	23 00	33 00	38 00	28 00	2 10	2 00
80 "	0 47	0 39	0 31	0 24	0 16	0 32	0 44	24 00	34 50	38 00	29 00	2 15	2 05
85 "	0 49	0 41	0 33	0 25	0 16½	0 33	0 45	25 00	36 00	39 00	30 00	2 20	2 10
90 "	0 51	0 43	0 34	0 26	0 17	0 34	0 46	26 00	37 00	40 00	30 00	2 25	2 15
95 "	0 53	0 44	0 35	0 27	0 17	0 34	0 47	27 00	38 00	41 00	31 00	2 30	2 20
100 "	0 54	0 45	0 36	0 28	0 17½	0 35	0 48	28 00	39 00	42 00	32 00	2 35	2 25
110 "	0 57	0 48	0 38	0 29	0 18	0 36	0 50	29 00	42 00	43 00	34 00	2 45	2 35
120 "	0 60	0 50	0 40	0 30	0 19	0 38	0 52	30 00	44 00	44 00	36 00	2 55	2 45
130 "	0 63	0 53	0 42	0 31	0 19½	0 39	0 54	31 00	46 00	46 00	38 00	2 65	2 55
140 "	0 66	0 55	0 44	0 33	0 20	0 40	0 56	31 50	48 00	48 00	40 00	2 75	2 65
150 "	0 69	0 58	0 46	0 35	0 21	0 41	0 58	32 00	50 00	50 00	41 00	2 85	2 75
160 "	0 72	0 60	0 48	0 36	0 22	0 42	0 60	33 00	52 00	52 00	42 00	2 90	2 80
170 "	0 74	0 62	0 49	0 37	0 22½	0 45	0 62	34 00	54 00	54 00	43 00	2 95	2 85
180 "	0 76	0 64	0 51	0 38	0 23	0 46	0 64	35 00	56 00	56 00	44 00	3 00	2 90
190 "	0 78	0 65	0 52	0 39	0 23½	0 47	0 65	35 00	58 00	58 00	45 00	3 05	2 95
200 "	0 80	0 67	0 54	0 40	0 24	0 48	0 66	37 00	60 00	60 00	46 00	3 10	3 00
210 "	0 83	0 69	0 55	0 41	0 24½	0 49	0 68	38 00	62 00	62 00	47 00	3 20	3 10
220 "	0 86	0 71	0 57	0 43	0 25	0 50	0 70	39 00	64 00	64 00	48 00	3 30	3 20
230 "	0 88	0 72	0 59	0 44	0 25½	0 51	0 72	40 00	65 50	65 50	49 00	3 40	3 30
240 "	0 90	0 75	0 60	0 45	0 26	0 52	0 74	40 50	67 00	67 00	50 00	3 50	3 40
250 "	0 92	0 77	0 61	0 46	0 26½	0 53	0 76	41 00	68 50	68 50	51 00	3 60	3 50

PROPOSED Freight Tariff of the Canadian Pacific Railway Company (Western Division).—*Concluded.*

Rates for	Merchandise Classes.				Special Classes.							Coal, per Ton.	Coal from Thunder Bay in Quantities per Ton on Special Conditions.
	1	2	3	4	1	2	3	4	5	6	7		
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per brl.	Per brl.	Per car.	Per car.	Per car.	Per car.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
60 miles	0 94	0 78	0 63	0 47	0 27	0 54	0 78	42 00	70 00	70 00	52 00	3 70	3 00
70 "	0 96	0 80	0 64	0 48	0 27½	0 55	0 80	43 00	71 50	71 50	53 00	3 75	3 10
80 "	0 99	0 82	0 65	0 49	0 28	0 56	0 82	44 00	73 00	73 00	54 00	3 80	3 15
90 "	1 00	0 83	0 66	0 50	0 28½	0 57	0 83	45 00	75 00	75 00	55 00	3 85	3 25
100 "	1 02	0 85	0 68	0 51	0 29	0 58	0 84	46 00	77 00	77 00	56 00	3 90	3 30
110 "	1 05	0 88	0 70	0 53	0 29½	0 59	0 86	47 00	79 00	79 00	57 00	4 00	3 40
120 "	1 07	0 89	0 71	0 54	0 30	0 60	0 88	48 00	81 00	81 00	58 00	4 10	3 45
130 "	1 09	0 91	0 73	0 55	0 30½	0 61	0 90	49 00	82 50	82 50	59 00	4 20	3 50
140 "	1 11	0 93	0 74	0 56	0 31	0 62	0 92	49 50	84 00	84 00	60 00	4 30	3 60
150 "	1 13	0 94	0 75	0 57	0 31½	0 63	0 94	50 00	85 50	85 50	61 00	4 40	3 65
160 "	1 15	0 96	0 76	0 58	0 32	0 64	0 95	51 00	87 00	87 00	62 00	4 50	3 70
170 "	1 17	0 98	0 78	0 59	0 32½	0 65	0 96	52 00	88 50	88 50	63 00	4 55	3 80
180 "	1 19	0 99	0 80	0 60	0 33	0 66	0 97	53 00	90 00	90 00	64 00	4 60	3 85
190 "	1 21	1 01	0 81	0 61	0 33½	0 67	0 98	54 00	92 00	92 00	65 00	4 65	3 95
200 "	1 23	1 03	0 82	0 62	0 34	0 68	0 99	55 00	94 00	94 00	66 00	4 70	4 00
210 "	1 25	1 04	0 83	0 63	0 34½	0 69	1 01	56 00	95 50	95 50	67 00	4 80	4 10
220 "	1 27	1 06	0 85	0 64	0 35	0 70	1 03	57 00	97 00	97 00	68 00	4 90	4 20
230 "	1 29	1 08	0 86	0 65	0 35½	0 71	1 05	58 00	98 50	98 50	69 00	5 00	4 30
240 "	1 31	1 09	0 87	0 66	0 36	0 72	1 07	58 50	100 00	100 00	70 00	5 10	4 40
250 "	1 33	1 11	0 89	0 67	0 36	0 72	1 09	59 00	101 50	101 50	71 00	5 20	4 45
260 "	1 35	1 13	0 90	0 68	0 36½	0 63	1 10	60 00	103 00	103 00	72 00	5 30	4 55
270 "	1 37	1 14	0 91	0 69	0 37	0 74	1 11	61 00	104 50	104 50	73 00	5 35	4 65
280 "	1 39	1 16	0 93	0 70	0 37	0 74	1 12	62 00	106 00	106 00	74 00	5 40	4 70
290 "	1 41	1 18	0 94	0 71	0 37½	0 75	1 13	63 00	108 00	108 00	75 00	5 45	4 80
300 "	1 43	1 19	0 95	0 72	0 38	0 76	1 14	64 00	110 00	110 00	76 00	5 50	4 90
310 "	1 48	1 24	0 99	0 74	0 39	0 78	1 18	66 00	113 50	113 50	79 00	5 70	5 10
320 "	1 53	1 28	1 02	0 76	0 40	0 80	1 22	68 50	117 00	117 00	82 00	5 90	5 30
330 "	1 58	1 32	1 05	0 79	0 41	0 82	1 26	71 00	120 50	120 50	84 00	6 10	5 50
340 "	1 62	1 35	1 08	0 81	0 42	0 84	1 29	73 00	124 00	124 00	86 00	6 30	5 70
350 "	1 67	1 40	1 11	0 83	0 43	0 86	1 33	75 00	128 00	128 00	89 00	6 50	5 90
360 "	1 72	1 43	1 15	0 86	0 44	0 88	1 37	77 50	132 00	132 00	92 00	6 70	6 10
370 "	1 76	1 47	1 17	0 88	0 45	0 90	1 41	79 50	136 00	136 00	94 00	6 90	6 25
380 "	1 80	1 51	1 20	0 91	0 46	0 92	1 44	82 00	140 00	140 00	96 00	7 10	6 40
390 "	1 85	1 54	1 23	0 93	0 47	0 94	1 48	84 00	143 50	143 50	99 00	7 25	6 55
400 "	1 89	1 58	1 26	0 94	0 48	0 96	1 52	85 00	147 00	147 00	102 00	7 50	6 70
410 "	1 93	1 61	1 29	0 97	0 48½	0 97	1 56	88 00	150 00	150 00	104 00	7 75	6 85
420 "	1 97	1 64	1 31	0 99	0 49	0 98	1 59	90 00	153 00	153 00	106 00	8 00	7 00
430 "	2 01	1 68	1 34	1 00	0 50	1 00	1 63	92 00	156 00	156 00	109 00	8 25	7 15
440 "	2 05	1 71	1 37	1 02	0 51	1 02	1 67	94 00	159 50	159 50	112 00	8 50	7 30
450 "	2 09	1 74	1 40	1 04	0 51½	1 03	1 71	96 00	163 00	163 00	114 00	8 75	7 45
460 "	2 13	1 78	1 42	1 06	0 52	1 04	1 74	93 00	166 00	166 00	116 00	9 00	7 55
470 "	2 17	1 81	1 45	1 08	0 53	1 06	1 78	100 00	170 00	170 00	119 00	9 25	7 70
480 "	2 21	1 84	1 47	1 10	0 54	1 08	1 82	101 75	173 50	173 50	122 00	9 50	7 80
490 "	2 25	1 88	1 50	1 12	0 54½	1 09	1 86	103 25	177 00	177 00	124 00	9 75	7 90
500 "	2 28	1 90	1 52	1 14	0 55	1 10	1 89	105 00	180 00	180 00	126 00	10 00	8 00

NOTE.—Car load rates are for 20,000 lbs.

Cordwood in quantities at coal rates on special conditions.

Emigrants and settlers' effects coming into Manitoba and the North-West carried at half special 6th class rates.

RETURN

(27k)

To an ORDER of the HOUSE OF COMMONS, dated 15th March, 1882;—For a Statement of the Total Quantity of Land agreed to be sold by the Canadian Pacific Railway Company, the Total Price agreed to be paid therefor during each Month, up to the 1st day of March, 1882, distinguishing between the Sales of Farming Lands, and those of Town Village, or Station Lots, Woodland, Mineral, Quarry Lands, and other Special Sales, and including the Quantities and Prices realized for Lands in which the Company became interested by Agreements in connection with the location of Stations.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
31st March, 1883.

Acting Secretary of State.

[In accordance with the recommendation of the Joint Committee on Printing the above Return is not printed.]

RESOLUTION

(27l)

Of the HOUSE OF COMMONS, dated 20th February, 1882;—A communication from W. C. Van Horne, General Manager of the Canadian Pacific Railway Company, dated, Montreal, the 18th April, 1883, respecting additional information concerning the Line proposed to be adopted through the Rocky and Selkirk Mountains.

CANADIAN PACIFIC RAILWAY, OFFICE OF THE GENERAL MANAGER,

MONTREAL, 18th April, 1883.

SIR,—In response to your request for additional information concerning the line proposed to be adopted by this Company through the Rocky and Selkirk Mountains. I have the honor to submit the following condensed profile of the line from Fort Calgary to the second crossing of the Columbia River, as deduced from the latest reports of the enquiries of the Company. This profile shows the work that may be expected as regard gradients, and it is believed that great improvement will be made in the final location. The undulations between the chief gradients cannot well be shown on so small a scale, but they are unimportant, and do not affect the main question.

In locating the line through the mountains, the chief considerations have been the saving of distance, the cost of construction, and economy in operation, and, affecting the latter, curvature and gradients have been carefully considered. Danger from land slips and snow slides has also had some influence in determining the location.

In descending from the summit of the Rocky Mountains towards the Columbia River, Major Rogers, Engineer in Chief of the Mountain Division, reports that

gradient of ninety feet per mile can be secured, but that it will involve a large loss in distance, heavy curvature, long tunnels, enormous expense, and serious loss of time in construction, and that each of these objections is so serious as to render the use of that gradient almost impracticable; and inasmuch as assistant engines would be required on a grade of ninety feet, as well as on one of 116 feet per mile, the Company have decided to adopt his recommendation of a direct line down the west slope of the Rocky Mountains, with a gradient for a distance of twenty miles at the last named rate.

The next problem encountered is, as to whether the line should be carried around the great bend of the Columbia River, or directly across the Selkirk Mountains. A practicable line has been found directly across, reaching the summit on either side by gradients of 116 feet per mile, and each twenty miles in length. The distance across by this line is sixty-three miles, while by a line following the Columbia Valley around the mountains, it would be about 140 miles.

The latter line has not been examined all the way around, but from such examinations as have been made, it seems quite certain that gradients of eighty or ninety feet per mile would have to be used in places.

We will, for our present purpose, assume that the ruling gradients on the other portions of the Canadian Pacific Railway ($52\frac{8}{10}$ feet per mile) would not be exceeded. We have, therefore, to consider whether a line sixty-three miles in length, with two gradients of 116 feet per mile, each twenty miles in length, is preferable to a line 40 miles in length, with maximum gradients of $52\frac{8}{10}$ feet per mile. The practicability of operating gradients as heavy as 116 feet is beyond question; such gradients are used on all of the Pacific lines, and many even heavier have been used for years in various parts of America.

The question is, therefore, one of economical operation.

To operate such heavy gradients to the best advantage with a considerable traffic, heavy assistant engines are necessary, and the cost of operating such grades is compared with grades of fifty-two feet per mile for the same distance is almost precisely the cost of the service of the assistant engines and the additional wear and tear of track incident to their use; and as against this, we have the saving of the cost of operating seventy-seven miles of additional line and the saving of nearly two hours time with passenger and four hours time with freight trains.

The latter consideration, which is of great importance in competing for through traffic, would alone be sufficient to justify the use of heavier gradients.

It should be remembered that in the case of passenger trains double locomotive service will seldom be required, ordinarily the substitution of a heavy for a light locomotive will answer the purpose. The heaviest gradient on a line is usually considered the ruling one, but this is not entirely true. The ruling gradient is the one that offers the greatest resistance to the traffic of the railway. A gradient of eighty feet per mile in one direction may be more objectionable than one of 116 feet in the other, by reason of the greater volume of traffic in the one direction than in the other.

A gradient of eighty feet per mile on one section of the line may be more objectionable than one of 116 feet on another, by reason of the larger traffic on the one section than on the other.

For example: A gradient of eighty feet per mile east of Winnipeg would be more objectionable than a gradient of 116 feet per mile on the mountain section, because the tonnage will be several times as great on the former section as on the latter.

The entire products of the great plains between the Red River and the Rocky Mountains, in addition to the through traffic to and from the Pacific coast, must pass over the former section, while the latter will have little more than the through traffic, which in the case of the other Pacific lines amounts to but 10 or 12 per cent. of the whole.

It will be observed that going westward no grade exceeding 52 feet per mile will be encountered to within five miles of the summit of the Rocky Mountains, and from this point to the summit the ascent is but 75 feet per mile, and on this short section

assistant engines will not be required for a moderate traffic, so that the only place between Montreal and the Pacific coast where west-bound trains will require assistance is the ascent of the east slope of the Selkirks, and east bound trains will require assistance in only two places, namely, the ascent of the west slope of the Selkirks and the west slope of the Rocky Mountains—twenty miles in each case. It should be remembered in this connection that the preponderance of through traffic across the continent is largely west bound, and that the two heavy gradients rising eastward might therefore be still heavier without material disadvantage.

In considering the cost of construction, the capitalized value of the saving in the cost of operation by reason of shorter distance has been kept in view, and the theory followed as to gradients may be briefly stated in the following words of Hermann Houtp, one of the best authorities on this subject.—

“If the maximum resistances can be concentrated at one point and overcome at once with the aid of assistant engines, while lighter gradients in favor of the direction of the tonnage prevail on all the rest of the route, the line will be operated cheaply. But if the maximum resistances are scattered over the whole line at intervals more or less remote, the operation will be expensive.”

It will be observed that the line proposed to be adopted from the summit of the Rocky Mountains to the second crossing of the Columbia River fully complies with these conditions of operative economy, the gradients all descending in the direction of the heaviest traffic except the grade up the east slope of the Selkirks, where it is proposed to use an assistant engine.

The following extract from Wellington on the “Economic Theory of the location of Railway,” (page 143) affords the highest authority for what has been stated as to the use of assistant engines in saving distance.

In evidence of the slight importance of the rate of grades or inclines worked with assistant engines, we add the following:

“TABLE XXIV.”

Showing the engine ton mileage required to move one ton of net load 100 miles on a level except for a rise of 2,400 feet on different grades worked with assistant engines, according to the average daily experience of American Railways:

Rate of Grade on Incline.	Length of Incline.	Length of Level Track.	Engine for mileage per ton of net load moved 100 miles.		
			While on Incline.	While on Level Track.	Total.
Feet per mile.	Miles.	Miles.			
24	100	0	1.056	0.0	1.056
30	60	40	0.862	0.210	1.072
80	30	70	0.760	0.369	1.129
100	24	76	0.755	0.400	1.155
120	20	80	0.766	0.421	1.187
150	16	84	0.803	0.442	1.245
200	12	88	0.900	0.463	1.363

It will be seen that “the rate of incline has an inconsiderable influence on the motive power required, and the thoughtful reader will perceive why this should be so, and yet that high ruling grades for through engines should be a very costly luxury. If we keep two consolidation pushers at work on this line, the motive power is increased five times, and the grade corresponding to twenty feet for one engine will then be 145 feet per mile, and this grade is in no appreciable respect more costly or objectionable than a grade of ninety-two feet per mile worked by one pusher.”

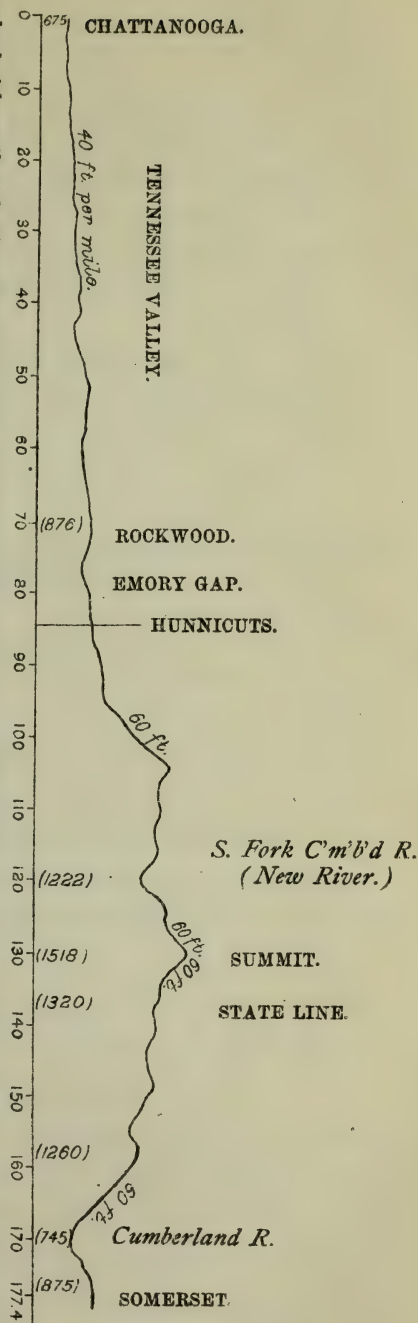
The profiles annexed are given by Wellington to illustrate the economic advantages of the consolidation of gradients and of making an ascent at once by a heavy grade instead of a series of light ones.

I have the honor to be, Sir, your obedient servant,

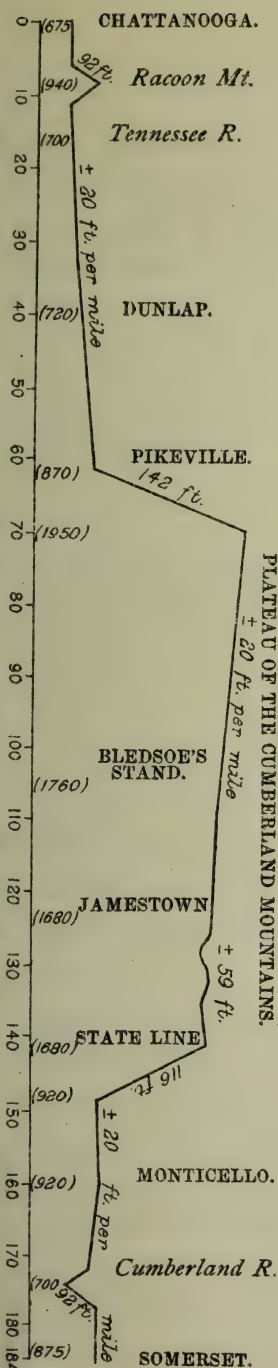
W. C. VAN HORNE, *General Manager.*

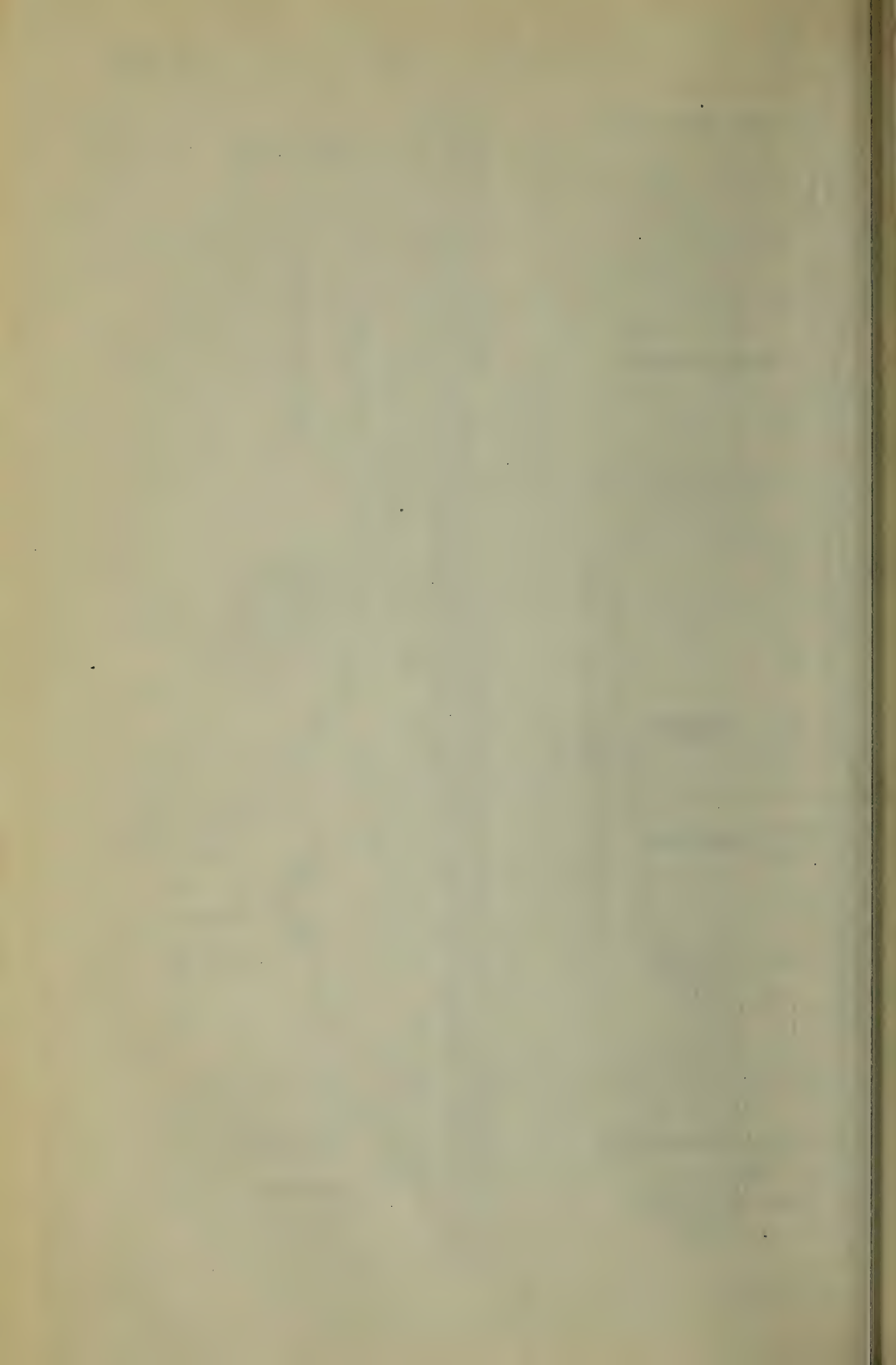
Hon. Sir CHARLES TUPPER, Minister Railways and Canals.

Outline sketch of the profile of the adopted line of the Cincinnati Southern Railway between Somerset and Chattanooga, showing a low summit line of costly construction with Gradients comparatively ill adapted for operative economy. NOTE - This Profile has no pretension to correctness in detail. Operating Division 3 from Somerset to Hunnicuts has about 28 miles each way on the maximum grade of 60 ft. per mile. Operating Division 4 from Hunnicuts to Chattanooga has about 17 miles each way of 40 ft. grades, probably all in short sections.



Outline sketch of the Profile of the Squawatch Line for the Cincinnati Southern Railway between Somerset and Chattanooga, as deduced from the Preliminary Survey, showing a high summit line of a cheap construction, with Gradients well adapted for operative economy, by the aid of assistant engineers.





RETURN

(27m)

To an ORDER of the HOUSE OF COMMONS, dated 16th April, 1883;—For a Statement of Duty paid by the Canadian Pacific Railway Company on Articles imported by them, from the date of their Contract with the Government until the 28th February, 1883, specifying the Ports of Entry of such Goods, and the amount paid at each Port.

By Command.

HECTOR L. LANGEVIN,

Department of the Secretary of State,
25th April, 1883.

Acting Secretary of State.

*In accordance with the recommendation of the Joint Committee on Printing,
the above Return is not printed.*

RETURN

(27n)

To an ADDRESS of the HOUSE OF COMMONS, dated March 5th, 1883;—For :

- (1) Copies of the Official Memorandum of the Canadian Pacific Railway Company, dated December 12th, 1882, describing its position and prospects.
- (2) Of the Advertisement published thereafter by the Company asking for subscriptions for its increased Capital Stock.
- (3) Of all Memoranda issued in connection therewith.
- (4) Statement showing the amount of the subscribed Stock of the Company prior to the authorization for the increase of its Capital Stock from \$25,000,000 to \$100,000,000, and of the amounts paid up on such subscribed Stock, with the date of each payment in cash, and also the amounts (if any) satisfied by the acquisition of property, or otherwise, specifying, in such case, the consideration therefor and the amount of stock given, and the date.

- (5) Statement of the amounts paid out of the Capital for interest on such Capital Stock, and the rate of such payment.
- (6) Statements of the facts as to the acquisition by the Company of the Canada Central Railway, and of the Montreal, Ottawa and Occidental Railway, with dates.
- (7) Statements of the facts as to the acquisition by the Company of any interest in the Credit Valley Railway, and the Ontario and Quebec Railway.
- (8) Statement of the various matters required to be returned under the Consolidated Railway Act, 1879, and the amendments thereto separately as to—
 1. The line of Railway provided for by the contract with the Canadian Pacific Railway Company; and
 2. The branches and extensions built or acquired by the Company.
- (9) Statement of the total sum expended up to the 1st of February, 1883 by the Company under their contract—
 1. For works of construction on the line contracted to be built by the Company as specified in the contract;
 2. For rolling stock for the line of the Canadian Pacific Railway, specified in the said contract;
 3. For works of construction on extensions and branches not embraced in the Railway specified by the contract;
 4. For rolling stock for all extensions and branches not embraced in the Railway specified by the contract; and of the receipts of the Company, up to the same date, on account of—
 1. Cash subsidy.
 2. Land Grant Bonds.
 3. Bonuses.
 4. Land sales or transactions not embraced in the operations connected with Land Grant Bonds.
 5. Number of acres of land subsidy.
 6. Amounts of bonuses agreed for, though not paid.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
30th April, 1883.

Acting Secretary of State

CANADIAN PACIFIC RAILWAY COMPANY, OTTAWA, 27th April, 1883.

SIR,—I have the honor to enclose certain Returns relating to the Company which have been called for by the Department of Railways and Canals.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

REPLY to an Order of the House of Commons, dated March 5th, 1883.

1. Copies of the official memorandum of the Canadian Pacific Railway Company, dated December 12th, 1882, describing its position and prospects.—Copy herewith.

2. Of the advertisement published thereafter by the Company, asking for subscriptions to its increased capital stock.—None issued by the Company.

3. Of all memoranda issued in connection therewith.—None issued by the Company.

5. Statement of amounts paid out of capital for interest on such capital stock, and the rate of such payment.—No interest paid out of capital. The net earnings to date specified, having been sufficient.

6. Statements of the facts as to the acquisition by the Company of the Canada Central Railway, and of the Montreal, Ottawa, and Occidental Railway, with dates.—Copy of agreement for amalgamation and purchase of each line herewith.

7. Statements of the facts as to the acquisition by the Company of any interest in the Credit Valley Railway, and the Ontario and Quebec Railway.—The Company has no interest in either of these lines.

8. Statement of the various matters required to be returned under the Consolidated Railway Act, 1879, and amendments thereto, separately as to—(See No. 9.)

(1) The line of Railway provided for by the contract with the Canadian Pacific Railway Company.—The main line of the Canadian Pacific Railway, as provided for by the contract with the Government, extends from the western terminus of the Canada Central Railway at Callander to Kamloops.

(2) The branches and extensions built or acquired by the Company.—The Stonewall Branch, the Pembina Branch, Pembina Mountain Branch, the Gretna Branch, the Canada Central Railway, and branch line to Perth, the Quebec, Montreal, Ottawa, and Occidental Railway, and branches therefrom to Aylmer, St. Lin, and St. Castache.

8 and 9. Statement of the total sum expended up to 1st February, 1883, by the Company under their contract.—The works of the Company being so extensive, returns can only be obtained at stated periods, for which reason the information asked for herein, cannot now be furnished.

C. DRINKWATER, *Secretary.*

Official memorandum respecting the position and prospects of the Canadian Pacific Railway.

The Canadian Pacific Railway Company was incorporated in February, 1881, by Letters Patent under the Great Seal of the Dominion of Canada, for the purpose of constructing and operating a line of railway between the Atlantic and the Pacific seaboard, through Canadian territory exclusively. The capital stock of the Company is fixed at \$100,000,000.

The charter was granted in pursuance of a contract made between the Government and certain individuals on behalf of the Company, and under the authority of an Act of the Dominion Parliament, by which the contract was confirmed. It confers large powers on the Company, such as the right of constructing branches along the entire length of the line, of establishing lines of ships or steamers at its termini, and of constructing and working telegraph lines for business of the public, as well as for their own.

In consideration of the completion and perpetual operation of the railway, as stipulated in the contract, the Government of the Dominion granted to the Company a subsidy of \$25,000,000 in money, and 25,000,000 acres of land; all of the land to be fit for settlement.

The Government has already completed about 135 miles of the main line from Winnipeg eastward to Rat Portage, and a branch line 65 miles in length from Winnipeg, southward to Emerson, on the United States boundary, and is constructing 300 miles of the main line from Rat Portage eastward to Thunder Bay, on Lake Superior and 213 miles of the main line from the Pacific terminus at Port Moody, eastward to Kamloops, in British Columbia; all of which, aggregating 713 miles of railway costing about \$35,000,000, and covering two of the most expensive sections, are to be completed by the Government and transferred absolutely to the Company, free of charge. The sections between Winnipeg and Rat Portage and between Winnipeg and Emerson have already been turned over to the Company, and are now operated by it; and the section between Rat Portage and Lake Superior has recently been opened for traffic, and will, it is expected, be fully completed and transferred to the Company by the end of June next.

Among other special and very valuable privileges and immunities enjoyed by the Company, their contract with the Government provides as follows:—

10. "In further consideration of the premises, the Government shall also grant to the Company the lands required for the roadbed of the railway, and for its stations, station grounds, workshops, dock grounds and water frontage at the termini on navigable waters, buildings, yards and other appurtenances required for the convenient and effectual construction and working of the railway, in so far as such land shall be vested in the Government. And the Government shall also permit the admission free of duty, of all steel rails, fish-plates and other fastenings, spikes, bolts and nuts, wire, timber, and all material for bridges, to be used in the original construction of the railway, and of a telegraph line in connection therewith, and all telegraphic apparatus required for the first equipment of such telegraph line."

14. "The Company shall have the right, from time to time, to lay out, construct, equip, maintain, and work branch lines of railway from any point or points along their main line of railway, to any point or points within the territory of the Dominion. Provided always, that before commencing any branch, they shall first deposit a map and plan of such branch in the Department of Railways. And the Government shall grant to the Company the lands required for the road-bed of such branches, and for the stations, station grounds, buildings, workshops, yards and other appurtenances requisite for the efficient construction and working of such branches, in so far as such lands are vested in the Government."

15. "For twenty years from the date hereof, no line of railway shall be authorized by the Dominion Parliament to be constructed south of the Canadian Pacific Railway, from any point at or near the Canadian Pacific Railway except such line as shall run south-west, or to the westward of south-west; nor to within fifty miles of latitude 49. And in the establishment of any new Province in the North-West Territories, provision shall be made for continuing such prohibition after such establishment until the expiration of the said period."

16. "The Canadian Pacific Railway and all stations and station grounds, workshops, buildings, yards, and other property, rolling stock and appurtenances required and used for the construction and working thereof, and the capital stock of the Company shall be for ever free from taxation by the Dominion, or by any province hereafter to be established, or by any municipal corporation therein; and the lands of the Company in the North-West Territories, until they are either sold or occupied, shall also be free from such taxation for twenty years after the grant thereof from the Crown."

The right is also given to the Company to take from public lands such steel, timber and other material as may be useful in the construction of the railway; and the charter provides for the establishment by concert with the Government of tolls, and prohibits their subsequent reduction either by the Government or by the

liament below such rates as would afford a profit of ten per cent. per annum on the capital invested.

THE RAILWAY.

From Montreal, the present eastern terminus, the main line is completed and in operation westward, through Ottawa, the capital of the Dominion, to Callander, near Lake Nipissing, a distance of 347 miles; and the track is laid to Sturgeon River, forty miles further west. From Sturgeon River westward to Thunder Bay, on the north-western shore of Lake Superior (a distance of about 610 miles), the work of construction is proceeding rapidly; and it is the intention of the Company to complete this section during the year 1886. At Thunder Bay connection is made with the Lake Superior section, already mentioned as under construction by the Government, and nearly completed, extending westward to the city of Winnipeg, a distance of 435 miles.

From Winnipeg westward the main line is completed and in operation to Swift Current, a distance of 512 miles; and the track is laid ninety-four miles beyond. To this it is the intention of the Company to add about 325 miles during the coming year, carrying the end of the track into the Rocky Mountains; and this will leave out 300 miles of road to be built to connect with the Government section, already referred to as under construction, between Kamloops and Port Moody, the Pacific terminus. This Government section will probably be completed in 1885, by which time the Company expect to complete their own work across the mountains, thus affording a through rail connection between Lake Superior and the Pacific Ocean.

A short connection between the main line and the railway system of the State of New York is afforded by a branch from Carleton Place to Brockville, on the St. Lawrence River. The Company have under construction a branch line about 100 miles in length, from a point on the main line, west of Lake Nipissing, to Algoma, on Lake Huron, which will be completed during the coming year and will afford a valuable and indispensable connection with the great lakes. Between Algoma and Thunder Bay a steamboat connection will be maintained until the completion of the eastern section of the main line along Lake Superior.

The branch from Winnipeg to Emerson, which has been turned over by the Government to the Company, has hitherto afforded the only means of communication between the eastern Provinces and the Canadian North-West. It also connects with the railway system of the United States, by means of the St. Paul, Minneapolis & Manitoba Railway, on the east side of the Red River of the north. During the past season the Company have built a branch line, 100 miles in length, from Winnipeg south-westerly to the Pembina Mountains, and a branch of thirteen miles from this line to Gretna, also on the international boundary line, where it connects with another portion of the main line of the last-mentioned railway, on the west side of the Red River of the north. The Company have acquired by purchase a number of smaller branches, all of which are of local importance in connection with the several sections of the main line.

RECAPITULATION (1).

	Acquired by Company.	Completed and Equipped.	Building by Government.	Building by Company.	Building by Government.
<i>Main Line—Montreal Division.</i>					
Montreal, west to Callander	347				
<i>Eastern Section.</i>					
Callander, west to Sturgeon River		40			
Sturgeon River, west to Thunder Bay				610	
<i>Lake Superior Section.</i>					
Thunder Bay, west to Winnipeg			435		
<i>Central Section.</i>					
Winnipeg, west beyond Swift Current 94 miles (to end of track)		606			
End of track, west over summit of Rock Mountains to Kamloops				653	
<i>Pacific Section.</i>					
Kamloops, west to Port Moody, on Pacific Coast					2
Total main line..... (2,904 miles)	347	646	435	1,263	2
<i>Branch Lines—Montreal Division.</i>					
St. Lin Branch, N.E. from St. Thérèse, near Montreal	13				
St. Jérôme " N.W. " " "	14				
St. Eustache " S.W. " " "	8				
Aylmer " N.W. " Hull, near Ottawa	9				
Brockville " S.E. " Carlton Place (the junction of Ontario and Quebec Railway with Canadian Pacific Railway) to Brockville, on St. Lawrence River, connecting with railway system of New York	46				
Perth Branch, west from Brockville—Carlton Branch	12				
<i>Eastern Section.</i>					
Sturgeon River Falls, S.W. to Algoma, on Lake Huron, to be connected by steamboat (while remainder of eastern section is building) with Thunder Bay, on Lake Superior				100	
<i>Manitoba Division.</i>					
Stonewall Branch, N.W. from Winnipeg	22				
Emerson Branch, S.E. from Winnipeg, meeting the International Boundary and connecting with St. Paul, Min. and Manitoba Railway system			65		
Pembina Mt. Branch, S. and W. from Winnipeg		100			
Gretna Branch, S. from Pembina Mt. Branch, meeting the International Boundary and connecting with St. Paul, Min. and Manitoba Railway system			13		
Total branch lines..... (402 miles)	124	113	65	100	
Total main line as above..... (2,904 miles)	347	646	435	1,263	2
Completed and equipped, 1,730 miles } Grand total..... (3,306 miles)	471	759	500	1,363	2
Building, 1,576 miles }					

RECAPITULATION (2).

Showing proportion of line built by Government or Company respectively :

Acquired, built and building by Company.

Main Line—Montreal division, acquired by Company...	347	
Eastern section, built	40	
Central section, “	606	993

Branch Lines—Montreal division, acquired by Company	102	
Manitoba “ “	22	
“ “ built	113	237

Main Line—Eastern section, building by Company.....	610	
Central “ “	653	1,263

Branch Lines—Eastern section, building by Company.	100	100
		2,593

Built and Building by Government.

Main Line—Lake Superior section, built by Gov.....	435	
Branch Lines—Manitoba division, “	65	
Main Line—Pacific section, building “	213	713

Total length of Main Lines and Branches, acquired, built or building.....		3,306
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RECAPITULATION (3).

Showing proportion of line completed :

Completed and Equipped.

Built by Government but equipped by Company.....	500	
Built or equipped by Company.....	1,230	1,730

Under Construction.

Building by Government.....	213	
“ Company	1,363	1,576

Total length of Main Lines and Branches, acquired, built or building.....		3,306
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Equipment.

The rolling stock of the Company is new and of the very best and most approved description.

It consists of

- 146 Locomotives.
 - 87 Passenger Cars.
 - 27 Baggage, Express and Mail Cars.
 - 6 Sleeping and Parlor Cars.
 - 6 Business and other Special Cars.
 - 1,003 Box and Stock Freight Cars.
 - 3,449 Platform Cars.
 - 73 Conductors' Vans.
 - 9 Tool, Wrecking and other Auxiliary Cars.
- 1,730 miles have thus been fully equipped.

The Company have extensive shops at Montreal for the manufacture of locomotives and passenger cars, and at Perth for the manufacture of freight cars; and at Winnipeg and Carleton Place there are large general repair shops—all fully equipped with the most modern machinery. None of the equipment has been furnished by the Government.

CHARACTER OF THE LINE.

The entire line is being constructed with a view to the most efficient and economical operation. Steel rails of the best quality, weighing fifty-six pounds per yard and upwards, are used throughout; and all important structures are of a permanent character.

Great care has been taken to secure the lightest possible gradients; and in this respect the Canadian Pacific will compare most favorably with all other trans-continental lines. The maximum gradients between Lake Superior and the Rocky Mountains (a distance of nearly 1,400 miles) will not exceed $52\frac{8}{10}$ feet to a mile; and on the greater portion of this section they will not exceed 40 feet to the mile. From Winnipeg eastward to Thunder Bay the maximum is only $26\frac{4}{10}$ feet. The final location of the Lake Superior section has so far advanced as to justify the belief that the first-named maximum ($52\frac{8}{10}$ feet) will not be exceeded between Montreal and the Rocky Mountains, a distance of about 2,330 miles.

The heavier gradients, which will in no case exceed those of the Central Pacific Railway, will be confined to the mountain section, and within a space of 150 miles.

It is also to be noted that the entire mountain section is embraced within a distance of less than 550 miles from the Pacific coast, while that of the Central and Union Pacific Railways covers above 1,250 miles, and lies at a much greater elevation.

Careful provision has been made against snow on the prairie section, by elevating the road-bed so far above the surface of the country as almost entirely to avoid cuttings.

CHARACTER OF THE COUNTRY TRAVERSED.

The road east of Lake Nipissing traverses in greater part an old and well-developed country, and commands the immense lumber traffic of the upper Ottawa Valley.

From Callander westward, and throughout the whole of the Lake Superior section to Winnipeg, the line runs through many forests of valuable timber, which will furnish fuel and lumber to settlers on the prairies beyond; this part of the line also passes through most valuable mineral lands, abounding in iron and copper.

The railway between Winnipeg and the foot-hills of the Rocky Mountains, 90 miles long, traverses one of the finest agricultural regions in the world, the settlement of which has been hitherto impeded by the want of railway facilities, but is now making remarkable progress. In this district nearly the entire Land Grant of the Company is located. The country is a gently undulating prairie, well watered throughout, and requiring no irrigation anywhere. The soil is uniformly deep and rich, and fully equal to that of the best agricultural lands in any part of North America.

Experienced farmers reckon a moderate average crop at 28 bushels of wheat, of barley, and 56 of oats, per acre; and the crops of the past two seasons have largely exceeded these estimates.

The wheat commonly grown, known as "No. 1 hard," has the highest reputation among millers everywhere, and always commands a greater price than other varieties.

The soil is also exceptionally favorable to the growth of potatoes, turnips and other root crops.

Wood, while not abundant on the prairies, exists generally in sufficient quantities to meet the wants of settlers for some time to come.

Coal is found to underlie most of the southern and western portions of the prairie section, to the extent of at least 40,000 square miles. Mines have already been opened in some localities; and preparations are being made for their development.

uring the coming season on a large scale, immediately on the line of the railway; so that there can be no doubt as to an abundant and permanent supply of cheap fuel.

The mean annual temperature of the Canadian North-West does not differ materially from that of St. Paul and Montreal; the air is pure and dry; and the winters, although cold, are bright and enjoyable.

Westward from Winnipeg, the climate moderates to such an extent that, on the great plain along the eastern base of the Rocky Mountains, which has already become famous as a grazing region, no shelter is required for cattle during the winter.

The city of Winnipeg is the great distributing point for all of the country between the Red River and the Rocky Mountains, and its growth will illustrate the wonderful development of that region. The population of Winnipeg in 1871 was 50; at the present time, although it has been only for three years in the enjoyment of railway connections, its population is over 25,000, and its assessed valuation is 30,400,000.

That part of the Western section of the line between the Rocky and the Cascade Mountains has not been thoroughly explored for minerals, but coal is known to exist here, and these mountains, here as elsewhere, will doubtless be found rich in valuable metals.

On the Pacific slope there are immense forests of Douglas pine and other most valuable timber, the manufacture and exportation of which have already created an important industry.

Very near the Pacific terminus there are great coal fields, in which extensive mines have been opened, affording the chief source of coal supply for the cities on the Pacific coast as far south as San Francisco.

The Pacific terminus of the main line is on Burrard Inlet, one of the best harbors on the coast, combining the advantages of accessibility, great capacity and safe anchorage for the largest ocean vessels.

Northwestward along the coast, for a distance of more than 500 miles from Burrard Inlet, there is sheltered navigation, safe for the smallest craft; and there is interior navigation southward for 150 miles through Puget's Sound. This entire coast, abounding as it does in mineral wealth and other natural resources, containing such fine agricultural and grazing land, and having a mild and healthful climate at all seasons of the year, must develop with great rapidity when it is made easily accessible by means of the railway.

TELEGRAPH.

In connection with the railway, the Company are building a first-class telegraph line, which will afford independent telegraphic communication across the continent, and will be available for the use of the public as well as for that of the Company.

EARNINGS.

There is every reason to believe that within a very short time the local traffic of the line, which is developing with amazing rapidity, will compare favorably with that of the neighboring railways in the United States.

On the basis of the first nine months of the current year, the gross earnings per mile, per annum, of the following lines are:

Central Pacific, about	\$7,660
Union Pacific, about.....	7,000
St. Paul, Minneapolis and Manitoba, about	7,400
Northern Pacific (incomplete), as shown by the last annual report of that company.....	6,318

Notwithstanding the isolated, disconnected and incomplete condition of the different sections of the Canadian Pacific, the gross earnings of the line were as follows (the last weeks of 1882 being partly estimated):

EASTERN DIVISION.

January 1 to December 31, 1881.....	\$519,677 98
“ “ “ “ 1882.....	978,731 87

WESTERN DIVISION.

May 1 to December 31, 1881; 8 months... ..	\$ 441,813 65
“ “ “ “ 1882; 8 “	1,262,719 81
Whole year, 1882.....	1,506,029 02

ENTIRE LINE.

January 1 to December 31, 1882.....	\$2,484,760 89
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The Western Division was not opened for traffic until May 1, 1881; and for this reason the comparison of earnings cannot be made as complete on that part of the line as on the other.

These earnings represent revenue from actual traffic, and do not include freight on construction or other material for the use of the Company.

On the basis of the average number of miles actually operated during the year, the gross earnings per mile for 1882 will be about as follows:

On the Eastern Division	\$3,200
On the Western Division.....	3,600

For the purpose of encouraging settlement, the Company have adopted rates on the north-west much lower than those of other railways similarly situated; and the rates have been so framed as to make available the most remote lands reached by the lines.

ADVANTAGES AS A THROUGH LINE.

It is worthy of note that the distance from New York to San Francisco by the shortest railway line through the United States is 3,531 miles, while by the Canadian Pacific Railway, from Montreal to Port Moody (its Pacific terminus), it will be only 2,904 miles, and from New York, *via* Brockville and the Canadian Pacific Railway it will be 3,164 miles; and that the distance by the shortest line in the United States from Chicago to San Francisco is 2,408 miles, while from Chicago to Port Moody, by the way of St. Paul and Winnipeg and the Canadian Pacific Railway, it will be 2,322 miles.

Considering the direction taken by the steamships on the Atlantic and Pacific Oceans, and the shortness of the Company's line across the continent, its completion will very materially shorten the time occupied in the journey between the ports of China and Japan and those of Europe; and with its advantages in distance, in light grades, and in the use of its own railway from seaboard to seaboard, the Canadian Pacific Railway will certainly be in a position to command its full share of the Trans-Pacific traffic, as well as that of an extensive section of the Pacific Coast.

FINANCIAL POSITION.

The Company are authorized by their charter to issue bonds, which may be secured by a special mortgage upon their railway and franchises, or upon their Land Grant, or upon both classes of property; but they have only used these powers to the extent of issuing bonds for \$25,000,000, secured by a mortgage upon the Land Grant alone.

Of these bonds \$5,000,000 have been deposited with the Government, for a limited time, as security for the performance of the contract, and bear no interest while so deposited.

The Company have already sold about 6,452,000 acres of their lands, the payments on account of which have redeemed bonds to the amount of \$3,771,500; and the

ferred payments will redeem a further amount of, say, \$13,451,000, leaving less than \$2,700,000 of these bonds unprovided for.

The remainder of the Land Grant, amounting to 18,548,000 acres, will then only be charged as security for the payment of \$2,700,000 of bonds, exclusive of the \$5,000,000 of bonds deposited with the Government, which will be returned to the Company on the performance of the contract, to secure which they were deposited.

The portions of the line extending from Montreal and Brockville respectively, westward to Callander, comprising, with branches, 449 miles of railway, were required by purchase and amalgamation; and under these purchases, the Company assumed obligations, the unpaid portion of which, amounting to less than \$5,500,000, still remains as a charge upon 441 miles of the property so acquired. But, with that exception, *no charge or incumbrance of any kind exists upon the railway or franchises of the Company.*

The proceeds of the \$20,000,000 of Land Grant bonds, as sold, are deposited with the Government, which pays interest on such deposits at the rate of 4 per cent. per annum. These proceeds are paid to the Company in agreed mileage proportions (in the same manner as the Government cash subsidy), as construction progresses; and the balance of these proceeds and of the cash subsidy coming to the Company amounts to about \$31,500,000. It is believed that this sum, with the proceeds of the capital stock now remaining unissued (exclusive of \$10,000,000 of the stock which is to be reserved), will be amply sufficient for the complete construction and efficient equipment of the railway, and that 1,800,000 acres of land will be more than sufficient to extinguish the outstanding \$2,700,000 of Land Grant bonds.

The position of the Company may, therefore, be thus stated:

After providing fully for the construction and equipment of the railway and telegraph lines, the Company will hold in their treasury \$10,000,000 of unissued stock.

They will also hold about 17,000,000 acres of land, unincumbered except by the \$5,000,000 of bonds, held by the Government as security for the operation of the railway for ten years.

The whole property of the Company, when completed, will be represented by 90,000,000 of capital stock, and will be unincumbered except for about \$5,500,000 in the purchased lines.

The Company are authorized and will continue to pay interest, semi-annually, upon paid-up shares during construction, at the rate of not less than 5 per cent. per annum; and the proceeds of the unsold lands (about 17,000,000 acres) will be available and specially reserved if necessary, to supplement the net earnings in the accomplishment of that purpose.

GEORGE STEPHEN, *President.*

MONTREAL, December 12, 1882.

THIS DEED OF AGREEMENT, made between the Canadian Pacific Railway Company herein represented and acting by George Stephen, Esq., the president thereof and Charles Drinkwater, Esq., the secretary thereof, under the authority of resolutions of the shareholders of the said Company, duly made and passed at a special general meeting of the said shareholders, duly called and held at Montreal, in Canada, on the 31st day of May, 1881; and of a resolution of the Board of Directors of the said Company, duly made and passed at a meeting thereof duly called and held on the 3rd day of June, 1881, first party; and the Canada Central Railway Company, herein acting and represented by William Cassel Esq., the president thereof, and Archer Baker, Esq., the secretary thereof acting under the authority of resolutions of the shareholders of the said last mentioned Company, duly made and passed at a special general meeting of such shareholders, duly called and held at Brockville, in Canada, on the 1st day of June, 1881, and by a resolution of the Board of Directors of the said last mentioned Company, duly passed at a meeting of the said Directors duly called and held at Brockville aforesaid, on the 9th day of June, 1881, second party:

WITNESSETH:

That whereas, by the 25th section of the Charter of the first party, it is declared that as an extension of the railway thereby authorized to be constructed, the first party may purchase or acquire by lease or otherwise, and hold and operate the Canada Central Railway, or may amalgamate therewith subject, to such existing mortgages, charges or leases thereon, as shall be agreed upon.

And whereas by the Act incorporating the Canada Central Railway Company, and by the several Acts amending the same, it is provided that the second party may amalgamate with any other railway company, and that such amalgamation may be by deed of amalgamation duly made and executed by the amalgamating companies.

And whereas the first and second parties have determined to act upon the powers so conferred upon them respectively, and to amalgamate as they are thereby authorized to do, upon the terms and conditions hereinafter detailed and described, and it is necessary, in conformity with the law and with said charter and with the said Acts, that a deed of amalgamation should be executed by the said two companies after having been submitted to and approved by the shareholders thereof respectively at special general meetings thereof, called for the purpose.

And whereas these presents were duly submitted to the shareholders of the first party at a special general meeting of shareholders, duly called and held for that purpose at Montreal aforesaid, on the 31st day of May, 1881, and to the shareholders of the second party, at a special general meeting thereof, duly called and held for that purpose, at Brockville aforesaid, on the 1st day of June, 1881, and having been by the said shareholders at the said meetings respectively, duly considered, was approved and ordered to be executed.

And whereas the said second party, on or about the 4th day of October, 1880, made an issue of first mortgage bonds, maturing on the 1st day of October, 1881, amounting to £500,000 sterling, bearing 5 per cent. interest, which bonds have been negotiated, the coupons of which bonds until the maturity thereof, are guaranteed, and their payment assumed by the Government of Canada, in consideration of a fund placed in the hands of the said Government by the said second party for that purpose, the said second party paying to the Trustee of the said bonds or sinking fund of 2 per cent. per annum, on the gross amount of said bonds, to create a fund in aid of their redemption.

And whereas the said second party, on or about the 19th day of October, 1880, made an issue of second mortgage bonds to the extent of £200,000 sterling, bearing six per cent. interest, and payable in thirty days, from the 1st day of October, 1881, which bonds have been negotiated.

And whereas the said second party is empowered by the said Act to issue to the contractor for the construction of the extensions of the said railway from Pembroke to Callander station first preference stock to the extent of \$1,400,000, in proportion to the

progress of the work of construction of the said extension, and has authorized such issue, a portion of which has already been earned, and is being issued, and the remainder thereof will be earned upon the completion of the said construction, the dividend upon the said preference stock being limited to six per cent. per annum.

And whereas the said second party has issued 10,023 shares of \$100 each of ordinary stock in the Canada Central Railway Company, which are now held by divers persons, shareholders in the said Company, and is also liable to be called upon to issue certain further amounts of ordinary stock as representing stock, debts and obligations of the late Brockville and Ottawa Railway Company; and also a further amount of \$6,500 per mile upon the extension of the said railway from Pembroke to Callander station, the ordinary stock to be issued in respect of the said extension from Pembroke to Callander station amounting to \$825,500.

And whereas there are amounts due by the said second party to divers persons, creditors thereof, the amount of which, as well as of the further amount of stock to be issued in respect of the stock and obligations of the former Brockville and Ottawa Railway Company, cannot at present be exactly ascertained.

Now, therefore, this deed of amalgamation witnesses:

That the Canada Central Railway Company and the Canadian Pacific Railway Company, shall be, and they are hereby amalgamated under the name of the Canadian Pacific Railway Company, upon the following terms and conditions:

1. The first party shall assume and perform respectively, all the responsibility and liability, obligations and duties of the second party, upon the said issue of first mortgage bonds so made as aforesaid by the second party, including the payment of the said sinking fund, the first annual payment of which will fall due and be payable by the first party, on the first day of September next; the whole as provided by the deed of conveyance by way of mortgage, made and executed by the second party in favor of the Honorable Mathew Henry Cochrane, as trustee, on the 4th day of October, 1879, and to the entire exoneration and discharge of the second party for ever.

2. The first party shall assume and perform respectively all the responsibility and liability, obligations and duties of the second party in respect of the said second mortgage bonds, the whole as provided by the deed of conveyance by way of mortgage, securing the said second mortgage bonds, made and executed by the second party in favor of the said Honorable Mathew Henry Cochrane, as trustee, on the 19th day of October, 1880, and by the said second mortgage bonds themselves, to the entire exoneration and discharge of the second party for ever, the interest upon the said last-mentioned bonds to be assumed by the first party from the 1st day of May, 1881.

3. The first party shall pay to the holders of the said preference stock of the said Canada Central Railway, on demand, the proportion of the said sum of \$1,100,000 representing the amount of said stock already earned, and afterwards the remainder thereof, representing the remainder of the said preference stock as the preference shareholders shall become entitled thereto, and until payment of the said capital sum will pay interest thereon, from the 1st day of May, 1881, half-yearly, to the holders thereof, at the rate of 6 per cent. per annum, at the office of the Bank of Montreal, Montreal; such half-yearly payments to be made on the first days of May and November in each year, commencing on the 1st day of November next, until the payment by the first party of the said sum of \$1,400,000 currency, and upon such payment, the said preference stock shall be cancelled.

4. The first party shall pay to the holders of the said ordinary stock of the said Company, already issued, on demand, and to such persons as shall become entitled to further amounts of the said ordinary stock, when such persons shall become entitled thereto, the sum of fifty cents in the dollar upon each and every share of the said ordinary stock, in cash, upon which payment the said ordinary stock shall be cancelled, and shall become and be extinguished, in proportion as the same is paid at the rate aforesaid, and any scrip held therefor shall be surrendered to the first party for the purpose of being so cancelled; and no holder of any share or shares in the stock of the Canada Central Railway Company, or of the Brockville and Ottawa Railway

Company, or of any bonds of or claims upon the said Brockville and Ottawa Railway Company, shall be entitled to demand or receive any right, dividend, or sum of money of any description from either of the said companies, or from the first party above or beyond the said rate of fifty cents in the dollar of each share of the ordinary stock of the Canada Central Railway Company, to which he may be entitled as being such shareholder, bondholder or creditor.

5. The first party shall pay to the creditors of the second party the whole of the amounts due to such creditors by the second party, as they shall become payable, to the entire exoneration and discharge of the second party, without any exemption whatever.

6. From the date of the final execution of this deed of amalgamation by both of the parties hereto, the said Canada Central Railway Company shall be and become amalgamated with the Canadian Pacific Railway Company, and its railway shall become and be an extension of the Canadian Pacific Railway, and shall be held and operated by the first party as its own property, and as a part of its railway, and thereupon all the assets and property, powers and privileges, of the second party, of every nature and kind whatsoever, as they existed on the first said day of May, 1881, and the earnings of the said second party since the said first day of May, 1881, shall become and be the property of the first party, and shall *ipso facto* become and be vested in the first party forever. And the said earnings and the expenditure thereof shall be accounted for by the second party to the first party on the adjustment of their respective rights and liabilities hereunder. And from the said date the first party shall assume, bear, be subject to, and perform respectively all the responsibilities and liabilities, obligations and duties of the second party in respect of the said Canada Central Railway.

7. Upon and after the completion of the amalgamation of the said companies the said first party, as being the holder and owner of the railway completed and in course of construction known as the Canada Central Railway, shall be subject in respect of the said railway to all the obligations of the Canada Central Railway Company towards any other railway company and towards the Government of Quebec as owners of the Quebec, Montreal, Ottawa and Occidental Railway, in respect of traffic arrangements and running powers, and shall possess all the rights and privileges in respect of traffic arrangements and running powers of the Canada Central Railway Company as against any other railway company and as against the Government of Quebec as owners of the said Quebec, Montreal, Ottawa and Occidental Railway, the whole in manner and form and upon the conditions and subject to the restrictions and limitations enacted and prescribed in and by the several Statutes of Canada and of the Province of Ontario, and in and by the Orders in Council made and passed with reference thereto.

In witness whereof, the parties hereto have executed these presents at the place and times respectively mentioned opposite the signatures of their officers respectively, and have caused their respective corporate seals to be hereto affixed.

Signed in duplicate by the President
and Secretary of the Canadian
Pacific Railway Company, and
sealed by the said Company at
Montreal, the 6th day of June,
1881, in the presence of

CANADIAN PACIFIC RAILWAY CO.

(Signed) GEO. STEPHEN, *President*.

[L.S.] (Signed) W. F. SALSBURY.

(Signed) C. DRINKWATER, *Secretary*.

Signed in duplicate by the President
and Secretary of the Canadian
Central Railway Company, and
sealed by the said Company at
Brockville, the 9th day of June,
1881, in the presence of

CANADA CENTRAL RAILWAY CO.

(Signed) WM. CASSELS, *President*.

[L.S.] (Signed) S. E. TAPRELL.

(Signed) ARCHER BAKER, *Secretary*.

THIS AGREEMENT made in duplicate this fourth day of March, eighteen hundred and eighty-two, between Her Majesty the Queen, acting for and on behalf of the Province of Quebec, by the Honorable Joseph A. Chapleau, the Premier and Commissioner of Railways in the said Province, hereinafter called "the Government;" and the Canadian Pacific Railway Company, a body corporate and politic, duly incorporated by letters patent of the Dominion of Canada, acting herein by Duncan McIntyre and Richard B. Angus, Vice-Presidents thereof, duly authorized for the purposes hereof by a resolution of the Board of Directors thereof, hereinafter called "the Company;"

WITNESSES:—

1. That, subject to the ratification of the Legislature of the said Province of Quebec, as hereinafter provided, the Government hath sold, transferred and assigned, and by these presents doth sell, transfer and assign to the Company, accepting thereof as aforesaid, that portion of the railway now known as the Quebec, Montreal and Occidental Railway, lying between Montreal and Aylmer, both inclusive, with the branch and bridge into the City of Ottawa, and the branch to the town of St. Jerome; together with all lands, property, rights and privileges hereto appertaining, or held, or acquired by the said Government, for the purposes of the said portion of the said railway, or incidental thereto, or in connection therewith; comprising also all the tools, implements, machinery, and moveables of all descriptions now in use in running and carrying on the business of the said portion of the said railway as a going concern, exclusive of stores and supplies. But reserving from the said lands and property the property in the City of Montreal known as the Bellefleur property, being number 1,593 of the Cadastral plan and book of reference of the St. Mary's Ward of the City of Montreal; and the north half of the property known as the Macdonald property, being number 615 of the said Cadastral plan. And including among the lands and property hereby conveyed that portion of the property known as number 1,581 of the said Cadastral plan and book of reference, commonly called the Gaol property, where the workshops for the said railway are now being erected; bounded in front by St. Catherine Street, on one side by Colborne Avenue, on the other side by numbers 1,577, 1,578 and 1,579 of the said Cadastral plan, and in rear by the stone wall in rear of the Montreal Gaol; and also the property at Hochelaga known as the Old Military Hospital, being numbers 149 and 150 of the Cadastral plan and in the book of reference of the incorporated village of Hochelaga. But it is agreed that the said reserve of the said Bellefleur property shall be solely and exclusively for the purposes of the remainder of the said railway, and for no other purpose whatever; that the freight sheds of the Company shall be erected on the portion of the Macdonald property hereby conveyed to them, and that the said property shall be used exclusively for railway purposes and for no other purpose whatever. Also all the rights, privileges and property of the Government acquired or held for the purpose of, or in connection with the proposed branch of the said railway to a point of junction with the Grand Trunk Railway, west of the City of Montreal. The foregoing description being intended to include, without specifically naming or describing the same (under the reserves aforesaid), every species of property now held by the Government, as in any manner incidental to or connected with the said portion of the said railway from the terminus thereof, on the property known as the Quebec Gate Barracks, in the City of Montreal, inclusive, to the termini thereof at Aylmer, Ottawa and St. Jerome, all inclusive; as well as the said proposed branch.

2. And the Government hath also sold, transferred and assigned, and doth hereby sell, transfer and assign to the Company accepting thereof as aforesaid, a proportion of the plant and rolling stock now upon the Quebec, Montreal, Ottawa and Occidental Railway of the value of \$450,000, according to the prices appended thereto in the schedule thereof, hereto annexed; and also railway supplies and stores of the value, at the cost price thereof, of \$80,000. The said plant and rolling stock to be taken from the existing plant and rolling stock of the said Railway, of average quality, and

in fair proportions of each of the kinds detailed in the said schedule; and such stores and supplies to be taken in similar proportions and of like quality, out of the stores and supplies now held by the Government for the purposes of the said Railway. And if the parties hereto are unable to agree as to the proportions in which the said plant, rolling stock, stores and supplies, shall be taken by them respectively, or as to the quality thereof, any dispute or difference respecting the same shall be adjusted by the Mechanical Superintendents of the Government and of the Company; who, if they differ, shall have power to name a third person as umpire, and in that case the decision of the majority of them shall be final.

3. And it is further agreed between the parties hereto, that the several works of construction now being executed in and near the city of Montreal for the purpose of the said Railway, including a double track into the Quebec Gate Barracks Station shall be continued and completed by the Government under the existing contract therefor, and in accordance therewith in so far as they have been contracted for, and if not contracted for, then in a substantial manner; and the Government shall also build upon the portion of the Macdonald property, hereby conveyed, a freight shed for the use of the Company, to be of the dimensions of 40 feet x 400 feet, to cost not less than \$10,000, the plan of which shall be approved by the Company. And the station shall be constructed by the Company upon the said Quebec Gate Barracks property, within one year from the date thereof, at a cost of at least \$60,000. And the Company will pay to the Government out of the purchase money hereafter mentioned, the sum of \$240,000, as a consideration for causing the said contracts to be performed and the said freight shed to be built, which payments shall be made as the said works proceed; and they shall be allowed to reserve out of the said purchase money the said sum of \$60,000 for the said station.

4. And it is further agreed between the said parties hereto, that a branch of the said railway shall be constructed from a point on its main line to the northward Mile End Station, to a point of junction with the Grand Trunk Railway between Dorval Station and Montreal, such points of junction to be selected by the Company on which branch there shall be expended, under the direction and supervision of the Company, out of the price and consideration hereinafter mentioned, the sum of \$100,000; which construction, in consideration of the said sum, the Company hereby undertake to make and complete, of the standard of the remainder of the said Railway, and within one year from the date hereof.

5. The foregoing sale, transfer and assignment, and agreements, are thus made for and in consideration of the sum of \$1,000,000, from out of which the Company shall pay the said sum of \$300,000 for the completion of the said works of construction in and near Montreal in the proportions above mentioned, and the sum of \$100,000 for the said branch to the Grand Trunk Railway, as the same shall be required from time to time for carrying out the said contracts and the other terms and conditions hereof. And also shall pay to the Government the further sum of \$600,000 by annual instalments of \$100,000 each, payable at the end of each year, on the first day of March in each year, the first of which payments shall fall due on the first day of March, 1883, with interest at the rate of five per cent. per annum, payable at the same times as the interest on the remainder of the price hereinafter provided. And as to the balance of \$3,000,000, the Company agree to bind themselves to pay the interest thereon to the Government at the rate of five per centum per annum, semi-annually, on the first days of March and September in each year, commencing on the first day of September next; with the right to the Company to pay the said capital amount of \$3,000,000 to the Government at any time after having given to the Government six months notice of their intention so to pay the same; and with the right to the Government to demand and force payment, of the said balance of capital, at any time after the expiry of twenty years from the date hereof, on giving six months previous notice of such demand.

And the said sale, transfer, assignment and agreements, are thus made and entered into upon the other and further considerations following, viz:

6. That inasmuch as the said acquisition of the said portion of the said railway is now hereby made as an extension of the said Canadian Pacific Railway, the eastern terminus of the said Canadian Pacific Railway, including the Montreal passenger station thereof, shall be fixed and shall forever remain, at the place known as the Quebec Gate Barracks, in the city of Montreal; unless at any time hereafter the Company shall extend their railway to the city of Quebec, in which case the eastern terminus thereof shall be fixed at the said city of Quebec; the Montreal passenger station remaining at the said Quebec Gate Barracks.

7. And whereas, it is of essential importance to the Government and to the Company that a ferry should be established over the River St. Lawrence from the city of Quebec to Point Levis, and that a branch of the Intercolonial Railway should be constructed from Point Levis eastward, to be known as the St. Charles Branch, by means whereof trains of cars can be ferried across the River St. Lawrence, and the trains of the said Quebec, Montreal, Ottawa & Occidental Railway and of the Intercolonial Railway can be transferred from one railway to the other, and run on such other, without breaking bulk: Therefore, it is hereby further agreed that the Government will use its best endeavors to procure the completion by the Government of the Dominion, of the necessary works for such ferry on the south shore of the said river St. Lawrence at Point Levis, and of the said branch, with as little delay as possible; and upon obtaining an agreement to that effect from the Government of the Dominion, will, on its own part, compete all the works necessary for the same on the north shore of the said river at Quebec.

8. That through freight and passenger traffic shall be carried over both of the said railways and every part thereof, including branches built or to be built, or belonging to or to be acquired by the owners thereof respectively, and also including bridges and tunnels; at the freight and passenger rates established and charged by the Canadian Pacific Railway Company for all traffic carried past the city of Ottawa in either direction, and at rates to be agreed upon from time to time between the Government or its assigns and the Company for all traffic which is both received and delivered east of the said city. And if the said parties fail to agree thereon, such rates shall be fixed by the Minister of Railways of the Dominion on the request of either party hereto after notice to the other. And all rates shall be apportioned between the Government or its assigns and the Company at a mileage rate, to be calculated *pro rata* according to the distance traversed by such traffic on each of the said railways respectively, without any extra charge for tunnels and bridges; the same rates per mile being charged on such tunnels and bridges as on the remainder of said railways.

9. That if either party hereto makes arrangements with any other railway company for special rates for freight or passengers carried by its railway to a connection with the railway of such other company, the other party hereto, or its assigns, shall have the benefit of such special rates for its through traffic, in so far as such arrangements can properly be made applicable to such traffic.

10. That the Government and its assigns shall give a special despatch, equal to the despatch of express trains, to all emigrant trains from the city of Quebec westward, and shall run such trains as special trains on the arrival of ocean vessels bringing such emigrants, whenever the company shall notify and request the Government or its assigns to send on such special emigrant trains, and shall be themselves prepared to forward them in like manner. And the Government and its assigns shall also give prompt and speedy despatch to all foreign mails destined to be forwarded by the Company. And the Government and its assigns shall also grant to the Company special low rates of freight, not exceeding half a cent per ton per mile for all coal shipped upon its railway to Quebec, and for the use of the Company, without car mileage; the Company furnishing their cars without car mileage, and paying car mileage due to any other railway company, for the use of its cars in carrying such coal upon the Government Railway, but the Government not to make any charge for hauling such cars, when empty, over its road.

11. That the Company shall grant to the Government and its assigns, running powers forever from St. Martin's Junction, over the line of railway hereby sold, to the City of Montreal and intervening points, but without the right of doing any local business over such portion of railway; except in so far as it may hereafter be mutually agreed between the parties hereto that the Government may carry passengers to or from St. Martin's Station, from or to Montreal on behalf of the Company, upon terms to be fixed by such agreement. And the company shall also allow to the Government or its assigns for the purposes of its said railway, the use, in common with the Company, of the passenger stations and platforms at all the stations built or to be built between St. Martin's Junction and Montreal, for the embarkation and disembarkation of passengers; and also the right to construct a siding to a freight shed and sufficient space for a freight shed forty feet by two hundred feet at Mile End Station, and the right of access thereto; and the right of access to the proposed station at the Quebec Gate Barracks, for its passengers and passenger trains, without delay or obstruction, with the exclusive use, at the said last-mentioned station, of a booking-office, baggage-room, and agents' office—and a room for the use of the officers of the railway retained by the Government or its assigns; together with the use, in common with the Company, of the passengers' waiting-rooms and conveniences appertaining thereto; the whole upon condition that the Government and its assigns shall pay a rental of \$5,000 per annum for such use, and shall also contribute to the maintenance in good order of the tracks and sidings of the said railway from St. Martin's Junction to the said Montreal Station, in the proportion which the amount of use thereof by the Government or its assigns, calculated by wheelage, bears to the amount of use thereof by the Company, calculated in like manner; and without any further or other charge for the privileges hereby granted. And the Company shall also set apart and convey to the Government, at a convenient place at Hochelaga, for the purposes of its railway, a further area of four acres of land to be used for such purposes only, with the right of access thereto, the location thereof to be mutually agreed upon. And if at any time hereafter the Company shall determine to build another track, constituting a double track, from St. Martin's Junction, or from the Black River Bridge, to the terminus in the City of Montreal, the Government or its assigns will pay the proportion, calculated yearly according to wheelage, of the interest on the cost thereof at the rate of five per centum per annum.

12. And it is hereby further agreed that the Government makes the said sale, transfer and assignment with warranty against all claims, mortgages, hypothèques, liens and incumbrances on the property hereby sold. But the Company shall be bound to pay the interest upon the purchase money hereby agreed upon, and also the said several instalments making up the said sum of \$600,000, notwithstanding the existence of any charge or incumbrance on the said portion of railway hereby sold, so long as the Company shall not be troubled by the creditor thereof.

13. And as security for the payment of the said sum of \$3,600,000, and interest as aforesaid, the Company hereby mortgage and hypothecate the said portion of the said Railway hereby agreed to be sold; and all the lands, tenements and appurtenances thereof hereby conveyed or intended so to be; and all the plant and rolling stock thereof as being immovables *par destination*: and do hereby also further mortgage and hypothecate those two several branches of the said Railway, known as the St. Eustache Branch and the St. Lin Branch, and all the lands, tenements and appurtenances, plant and rolling stock belonging to both said branches, which may be more fully described as follows, namely—

The said St. Eustache Branch, commencing at a point of junction with the portion of Railway hereby sold near the village of St. Thérèse, and extending to the station of the said Branch in the town of St. Eustache, being about seven and one half miles in length, with all the property and appurtenances thereof:

And the said St. Lin Branch, otherwise called and known as the Laurentian Railway, commencing at the point of junction thereof with the St. Jerome Branch of the said Quebec, Montreal, Ottawa, and Occidental Railway, near the said village of

St. Thérèse, and extending about fifteen miles to the terminus thereof in the village of St. Lin, with all the property, rolling stock and appurtenances thereof

But it is hereby agreed that if the title of the said Company to the said St. Eustache Branch, and St. Lin Branch, as the proprietors thereof, be not confirmed and rendered valid by the Legislature of the Province of Quebec at the Session thereof now about to be held, the foregoing hypothec upon the said branches and their appurtenances shall be *ipso facto* cancelled and annulled: and the Company will give such further security for the payment of the said sum of \$600,000, as shall be mutually agreed upon.

14. That for the purpose of preventing accident and delay, and of insuring the joint use of the said portion of the said Railway lying between St. Martin's junction and the Montreal terminus inclusive, without confusion or obstruction, the running and management of all trains and engines over the said portion of railway, and the conduct of all employees engaged in such running and management, shall be under the exclusive supervision and control of the officers of the Company. And the Government shall be responsible for all injury to the Railway or bridges, caused by any defect in its rolling stock or machinery, or by neglect or malice on the part of its employees. And if upon the complaint of the Company it be established that any employee of the Government has been guilty of any disobedience of orders or insubordinate conduct in such running and management, such employee shall either be dismissed from the employ of the Government, or removed in such manner that he shall not be again permitted to perform any duty upon the premises under the control of the Company. And on the other hand the Company shall be responsible for all delays and accidents caused by neglect or malice on the part of their employees, in the regulation of such running and management.

15. That for the purpose of connecting the railway with the freight sheds upon the said Macdonald property, and with the Company's workshops in rear of the Montreal Gaol, the Company shall lay out and construct a branch or siding from the main line at Hochelaga to the said property with two tracks thereon, one into the freight shed of the Government, and one into the freight shed of the Company, with a siding into the said workshops, at the joint expense of the Government and of the Company, upon a plan to be agreed upon between the parties hereto, and of the standard of the remainder of the said Railway; the parties hereto making the requisite advances for such construction, in the proportion of one-third by the Government or its assigns, and two-thirds by the Company, as the work proceeds. And the Company shall allow a suitable connection to be made by the Government from the main line on the River bank into the said Bellerive property.

16. The Company shall maintain the railway hereby sold, in good and efficient order and repair, and shall regularly and efficiently run the same with a sufficient number of trains per day, to carry the freight and passenger traffic with due regularity and despatch, running at least one passenger train per day each way. And if at any time before the payment of the said balance of the said price the Company shall allow the said Railway or rolling stock to fall into disrepair, they shall be bound to repair the same and to replace the same in as good order and condition as at present, within thirty days after receiving notice from the Government so to do. And if any dispute should arise as to the fact of such disrepair or as to the sufficiency of the repair thereof, such dispute shall be referred to the arbitration and award of three disinterested persons, one of whom shall be named by each of the parties hereto, and the third by the Minister of Railways of the Dominion Government. And if the Company shall fail to make good such disrepair within the said period, or in case of dispute, in conformity with the award of such arbitrators, the delay hereby granted for the payment of the said sum of \$600,000, or any portion thereof then unexpired, shall be *ipso facto* forfeited, and the Company shall forthwith pay to the Government the whole of the said last-mentioned sum, or any part thereof which shall then remain unpaid, with all interest thereon.

17. If at any time the Company should make default for thirty days in payment of the interest due under the terms hereof, the delay hereby granted for the pay-

ment of the capital producing such interest shall be *ipso facto* forfeited: and the Company shall be thereupon bound to pay to the Government the full amount of such capital with all interest accrued thereon.

18. The Company shall maintain and carry out all traffic contracts hitherto made by the Government according to their terms, and all free passes for the current year issued by the Government and now in force, a list of which contracts and passes shall be furnished by the Government to the Company, on or before the date at which this agreement shall come into full force and effect. And the Company shall abstain as far as shall in their opinion be consistent with the efficient working of the Railway, from disturbing or removing the employees of the Government, heretofore engaged upon the portion of said Railway hereby sold, without reasonable notice or compensation; and the employes of the Government, who shall have been heretofore engaged in the running and management of the entire line, shall be dealt with in such a manner as shall be mutually agreed between the Government and the Company, and with reasonable regard to their positions and interests.

19. Upon the demand of the Company, and at their expense, the Government shall from time to time hereafter, make, execute and deliver to the Company such good and valid deeds of conveyance of any of the immovable properties hereby sold, transferred, and assigned, or intended so to be, as shall be considered needful, under the advice of counsel learned in the law, for the complete and valid conveyance of such properties to the Company.

20. And it is hereby finally agreed that this agreement is thus made subject to the approval and confirmation of the Legislature of the Province of Quebec at its next session, and shall take effect upon such approval and confirmation: and the Government hereby agree to lay the same before the said Legislature at the earliest convenient day; and to place before the said Legislature such a measure as may be requisite fully and finally to confirm this agreement, and to render the same valid and effectual in law in all its details.

In witness whereof, the parties hereto have executed these presents in duplicate at Montreal, in the Province of Quebec, the day and year first above mentioned,

In the presence of

J. J. C. ABBOTT,	{	J. A. CHAPLEAU,
L. A. SENECAI,		D. McINTYRE,
		R. B. ANGUS,

[Seal.]

C. DRINKWATER, *Secretary C. P. R. Co.*

SCHEDULE REFERRED TO IN THE ANNEXED AGREEMENT.

STATEMENT of Rolling Stock, such as Locomotives, Passenger and Freight Cars, Snow-Ploughs, Flangers, &c., compared with what it was in March, 1880; also showing whether the addition to old stock was purchased or manufactured in our own shops.

December, 1881.

Class of Cars.	Stock, March, 1880.	Built in Q. M. O. & O. Railway Shops.	Purchased.	Total Number, 1881.	Present Value of each.	Total Value.
PASSENGER CARS.					\$	\$
Official Car (new).....		1		1	12,000	12,000
Paymaster's Car.....	1			1	3,500	3,500
Saloon and Sleeping Cars.....		2		2	13,225	26,450
Sleeping do.....		2		2	9,000	18,000
Saloon do.....	2	2		4	7,000	28,000
First-class do (See Note 1).....	14			12	4,000	48,000
Second-class do.....	12	4		16	2,225	35,600
Baggage do.....	8			8	2,200	17,600
Baggage and Smoking Cars.....	7			7	600	4,200
Through Baggage and Express Cars.....		4		4	650	2,600
Excursion Cars.....			10	10	1,080	10,800
Street do.....			1	1	600	600
						207,350
FREIGHT CARS.						
(See Note 2.)						
Box Cars.....	151	92	228	466	650	302,900
Platform Cars.....	302	22	10	334	500	167,000
Flat Cars (temporary from flats).....			90	90	625	56,250
Flat Cars.....	19			19	500	9,500
Flat Vans.....	2	6		8	850	6,800
Flat Car.....	1	2		3	550	1,650
Flat Car.....	1			1	700	700
Flat Cars.....	2	4		6	900	5,400
Snow-ploughs.....	8			8	1,500	12,000
do iron, for front of locomotives.....				12	32	384
						562,584
Total value of Passenger and Freight Cars.						769,935
Locomotives.....				36	7,700	277,200
Steam Ferry Engine.....				1	1,500	1,500
						278,700

Grand Total of Rolling Stock..... \$1,048,634.

NOTE No. 1.—First-class cars Nos. 13 and 14 taken to make sleeping cars "Quebec" and "Ottawa" making two less in 1881 than in 1880.

No. 2.—Box car No. 200 destroyed by fire, October, 1881, at Buckingham; No. 2 destroyed by fire at St. Martin Junction, November, 1881; Nos. 215, 218 and 8, not traced, which accounts for discrepancy of 5 in the total.

A. DAVIS.

The foregoing is the Schedule referred to in the annexed Agreement.

MONTREAL, 4th March, 1882.

THIS AGREEMENT, made in duplicate this thirteenth day of March, eighteen hundred and eighty-two, between the Laurentian Railway Company, a body politic and corporate, duly incorporated, herein represented by Louis Adelard Seneca the President thereof, and the Canadian Pacific Railway Company, a body politic and corporate, duly incorporated by letters patent of the Dominion of Canada, acting herein by Duncan McIntyre and Richard B. Angus, Vice Presidents thereof, the said Louis Adelard Seneca being authorized for the purposes hereof by resolutions of the Board of Directors of the said Laurentian Railway Company, and of the shareholders thereof, respectively; and the said Duncan McIntyre and Richard B. Angus, being hereto duly authorized by resolution of the Board of Directors of the said Canadian Pacific Railway Company;

WITNESSETH:—

1. That subject to the ratification of the Legislature of the Province of Quebec as hereinafter provided, the said Laurentian Railway Company have sold, transferred, and assigned, and by these presents do sell, transfer and assign with warranty of title, and against all mortgages, hypothecs or incumbrances whatever, to the Canadian Pacific Railway Company accepting thereof, as aforesaid, the whole of the railway from the junction at Ste. Thérèse on the St. Jerome Branch of the Quebec, Montreal, Ottawa and Occidental Railway to its actual terminus in the town of St. Lin, in the District of Joliette, with all and every the appurtenances, lands, tenements, buildings, stations, station grounds, plant, stores, supplies, tools and rolling stock, actually belonging to or being the property of the said Laurentian Railway Company, as they now are and exist, and with which the said Canadian Pacific Railway Company hereby declare themselves to be content and satisfied.

2. The said sale, transfer and conveyance is made for and in consideration of the redemption by the said Canadian Pacific Railway Company of the bonds and debentures issued by the said Laurentian Railway Company up to the present date, amounting to the sum of three hundred thousand dollars, together with all the coupons now remaining unpaid or unredeemed by the Company; the said Laurentian Railway Company hereby declaring that no more than three hundred thousand dollars in amount of such bonds or debentures have been issued by them up to the date hereof.

3. The said Canadian Pacific Railway Company hereby also bind themselves in consideration of the said sale, to maintain the said Railway hereby sold in good and efficient order and repair; and to regularly and efficiently run the same with a sufficient number of trains per day to carry the freight and passenger traffic thereof with due regularity and despatch, running at least one passenger train per day each way.

And whereas, the said Laurentian Railway Company have for a long time been put in operation and maintained a line of railway from the parish of St. Lin, through the parish of St. Anne des Plaines to the place called Hochelaga, near the city of Montreal, by effecting a junction with the railway heretofore called the Montreal Northern Colonization Railway, and afterwards acquired by the Government of the Province of Quebec, and since known as the Quebec, Montreal, Ottawa and Occidental Railway. The said Canadian Pacific Railway Company also hereby bind and obligate themselves to continue and maintain the junction of the said Laurentian Railway with the said Quebec, Montreal, Ottawa and Occidental Railway, such junction being now the portion thereof acquired by the Canadian Pacific Railway Company.

It is hereby further agreed that this agreement is thus made subject to the ratification thereof, by the Legislature of the Province of Quebec, at its present Session, and that the said Laurentian Railway Company, in procuring from the Legislature of Quebec the ratification of these presents, will also procure the insertion of a clause in the Act effecting such ratification, by which it shall be provided that the said Canadian Pacific Railway Company shall be vested with the said Laurentian Railway free and clear of all liabilities in favor of any person or body whatsoever, save and except the consideration of the present deed, leaving to such person

body their rights and claims respectively against the said Laurentian Railway Company. The said last named Company undertaking to discharge all such claims to the exoneration and discharge of the said Canadian Pacific Railway Company. It is hereby further agreed that these presents shall have the full force and effect so soon as the legislation mentioned in the last preceding section shall be obtained, but that these presents shall become null and void unless the said legislation confirming these presents and vesting the said property with the Company free of all charges thereon shall be obtained from the said Legislature during its present Session, and unless an Act of the said Legislature confirming the sale of the said Canadian Pacific Railway Company of the said portion of the Quebec, Ottawa & Occidental Railway be passed during the said Session thereof.

In testimony whereof the said parties have executed these presents the day and year first above written.

In the presence of

LAURENTIAN RAILWAY COMPANY,
by L. A. SENECAI, *President*.

(Signed) D. McINTYRE,
do R. B. ANGUS, V.P.,
For the Canadian Pacific Railway Company.
C. DRINKWATER, *Secretary.*

[L.S.]

RETURN

(27c)

an ORDER of the HOUSE OF COMMONS, dated 23rd February, 1883;—For a Map or Maps showing (1) the location of the Canadian Pacific Railway so far as approved or constructed; (2) its location so far as proposed to Government, but not yet approved; (3) the location of any branches constructed, and of any now contemplated by the Company, so far as the Government is advised; (4) the lands set apart for the Company but not yet granted; (5) the lands granted; (6) the lands applied for but not yet set apart.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
9th May, 1883.

Acting Secretary of State.

*Accordance with the recommendation of the Joint Committee on Printing,
the above Return is not printed.]*

RETURN

(27p)

To an ORDER of the HOUSE OF COMMONS, dated 11th April, 1883 ;—For Statement showing the reduction made by change of mode of construction in Contracts A and B, Canadian Pacific Railway, and the amount involved by such change ; also, for a Statement showing the amount of each payment made to the respective Contractors for each month since the letting of the work ; also, a Statement of all claims made by the Contractors on each of these Contracts, and the date of each claim.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
9th May, 1883.

Acting Secretary of State.

PAPERS

(27q)

In relation to Sections 14 and 15, Canadian Pacific Railway, Joseph W. Head, Contractor.

MEMORANDUM

(27r.)

In re Thunder Bay and River Kaministiquia.

The Canadian Pacific Railway authorities having called attention to the necessity which exists for the construction of works, either at Prince Arthur's Landing or on the River Kaministiquia, Lake Superior. Appended hereto are plans of the localities in question, on which are shown the works proposed to meet the greatly enlarged and increasing traffic between points to the eastward and the north-west, which must centre at either of the places under discussion.

During the season of 1880, surveys were made by an officer of the Department, and the information then obtained is now used.

Prince Arthur's Landing is on Thunder Bay, six miles to the eastward of Fort William and the mouth of the Kaministiquia, and as a town it has rapidly increased in size and importance, by reason of its being the principal port in Canada on the eastern shore of Lake Superior.

Thunder Bay is sheltered from southerly winds by Thunder Cape, twelve miles distant, and by Welcome and Pie Islands. (See plan herewith.)* North-west winds, blowing off shore, do not have any effect, but easterly winds having a rake down Thunder Bay, make it uncomfortable for vessels lying in the Bay or at the wharves at the Landing.

This question of shelter was reported on in December, 1880, and the extension of the Government wharf, so-called, a distance of 800 feet, was recommended at an estimated cost of \$60,000.

The undersigned having had two interviews with Mr. Van Horne, General Manager of the Canada Pacific Railway, relative to the amount of water accommodation required in connection with the traffic on Lake Superior, learned that arrangements have been made to place a line of large steamers between Algoma Mills, Georgian Bay and Lake Superior, and the amount of traffic expected will require not only a large amount of wharf accommodation, but a large area of land for sheds, warehouses, piling ground, &c., at the point to be selected as the terminal port on Lake Superior. Mr. Van Horne stated that in the Town of Prince Arthur's Landing, vacant land sufficient for the wants of his Company, cannot be obtained, or if it could, then there is not depth enough of water to admit the deep draught vessels which are now engaged in sailing the Lakes; that the proposed extension of the Government wharf would not be of any service to the Company, nor much to Prince Arthur's Landing.

On the plan herewith is shewn—in *red hatched*—the position of a breakwater, which if built would enclose an area of about 200 acres of deep water, and into which any number of wharves may be projected as shown, and at the same time a sufficient area placed by Mr. Van Horne at 400 acres, could be obtained for sidings, piling ground, &c. With the construction of the breakwater proposed, the present wharves in front of the town would be protected, and they would remain entirely for the ordinary traffic of the place.

The estimated cost of this breakwater is \$240,000.

Judging from the drift of Mr. Van Horne's remarks, the undersigned believes that the Canadian Pacific Railway would rather not accept Prince Arthur's Landing as their lake terminus, but would rather stop at the Kaministiquia—for the following reasons: That in the river perfect shelter is afforded at all times and in all winds, and at a greater extent of land for sidings, piling ground and the requirements of a

* Plans are by order of the Printing Committee, not printed.

large traffic in lumber and coal, can be had on the banks of the Kaministiquia and that for a distance four miles or more wharves or quays can be built along its banks, thus accommodating any number of vessels and craft of all kind.

There is, however, an obstruction to the free navigation of this river, and that is the existence of a bar at its mouth in Thunder Bay.

The Kaministiquia has its source in the Dog Lakes, about fifty miles from Thunder Bay. Below the Kecabeca Falls, the width is from 200 to 350 feet, and from 13 to 18 feet in depth, until it reaches the point where it divides into three branches; the principal, or northern one of which carrying the same width as above but with a reduced depth of 12 and 13 feet.

Fort William is situated about $\frac{3}{4}$ of a mile in land, and the present terminus of the Canadian Pacific Railway is about $3\frac{3}{4}$ miles from the mouth.

The marshes through which the river flows during the last two miles of its course have no doubt been formed by the deposition during many years of material brought by the river from the higher ground along its course, and to this cause are the storms on Thunder Bay, the shoal at the principal mouth, extending 4,000 feet into the bay, over which there is but 9 feet of water in a very narrow and crooked channel, may be attributed.

During 1876, the sum of \$3,050.55 was expended in the removal of 21,760 cubic yards of material, making a cut 44 feet in width for 800 and 1,000 feet respectively at each end, and 22 feet wide over the central portion, the whole to a depth of 11 feet. As might be expected, this cut has filled in to a certain extent, as the sounding taken during the season (1880) shewed a depth of 9 feet only.

The opening of a channel through this shoal to admit all classes of vessels in all kinds of weather, day or night, during the season of navigation is absolutely necessary if the Kaministiquia to Fort William or to the Canadian Pacific Railway terminus is to be used as a harbor for traffic in connection with the railway or for refuge.

Such a channel should not be less than 200 feet in width and 18 feet in depth.

To ensure a channel of these dimensions being kept open to the depth mentioned, it will be necessary to protect each side with piers, to lengthen the river a distance of 4000 feet, and thus cause it to empty into deep water in the Bay, and to ensure the passage of the whole volume of water in the river, the lateral channels, the Big and Little Forks, must be closed, and the water which now flows through them will be forced into the main channel, increasing the velocity of the river and thus carrying beyond the new mouth any materials held in suspension.

In 1880, the following estimate of cost of works for the improvement of the Kaministiquia was submitted:—

Channel through the bar.....	\$100,000
Protection works.....	120,000
Deepening the river.....	96,000
Closing Big and Little Forks.....	10,000
Beacons—buoys.....	10,000
Superintending and contingencies.....	34,000
	\$370,000

It will thus be seen that at Prince Arthur's Landing, or in the Kaministiquia, the works required to give the facilities the authorities of the Canadian Pacific Railway desire, will necessitate the expenditure of a large amount of money, and it has been stated that the great and growing trade and traffic of that railway requires all the room, both afloat and ashore, which the works proposed herein would give at either place.

It has been stated that the Canadian Pacific Railway rather lean towards the improvement of Kaministiquia, because a greater water frontage, safety to vessels, and ample area for yards, siding room, piling ground, &c., can be the more easily and cheaply obtained than at Prince Arthur's Landing.

Though the Kaministiquia may possess the advantages enumerated above, it possesses the drawback—and a most serious one too—of being closed by ice earlier each year than Prince Arthur's Landing, and also that it opens later in the spring.

From the data at hand, I find that, in 1876, the harbor at Prince Arthur's Landing closed on the 3rd December, and the Kaministiquia on the 22nd November, navigation opening at the Landing on the 29th April, 1877, and in the Kaministiquia on the 2nd May, following, closing on the 28th November, the Landing remaining open until the 23rd January, 1878—opening again on the 16th March, whilst the river remained closed until the 6th April. The river closed in 1878, on the 19th November, and the Landing on the 2nd January, 1879, both opening on the 27th April. From this it will be seen that the season of navigation at Prince Arthur's Landing is from four to six weeks longer than in the Kaministiquia.

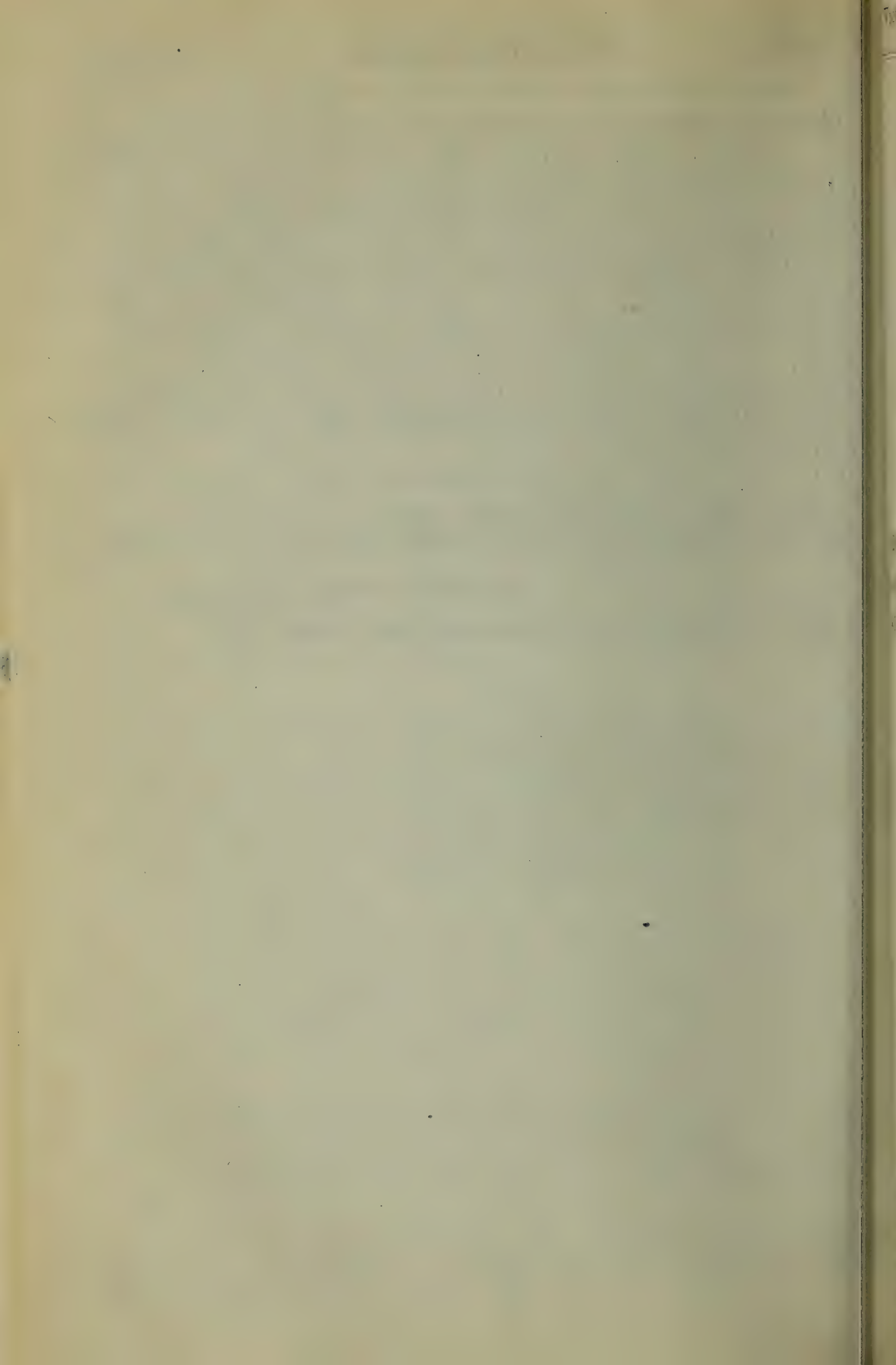
In the opinion of the undersigned, a serious objection exists to the opening of the Kaministiquia, viz.: that vessels would find it almost, if not totally, impossible to make the entrance during a heavy gale in the Bay—which, unless they did, they would be in danger of going on the shoal with the probability of serious damage if not total loss.

The formation of *another* bar off the new entrance is probable, and has not been taken into question in the memorandum.

At Prince Arthur's Landing there would be plenty of sea room and ample depth of water and accommodation for more vessels during a gale than at present ply on Canadian waters, Lake Superior.

HENRY F. PERLEY, *Chief Engineer.*

Chief Engineer's Office, Public Works Department, 24th February, 1883.



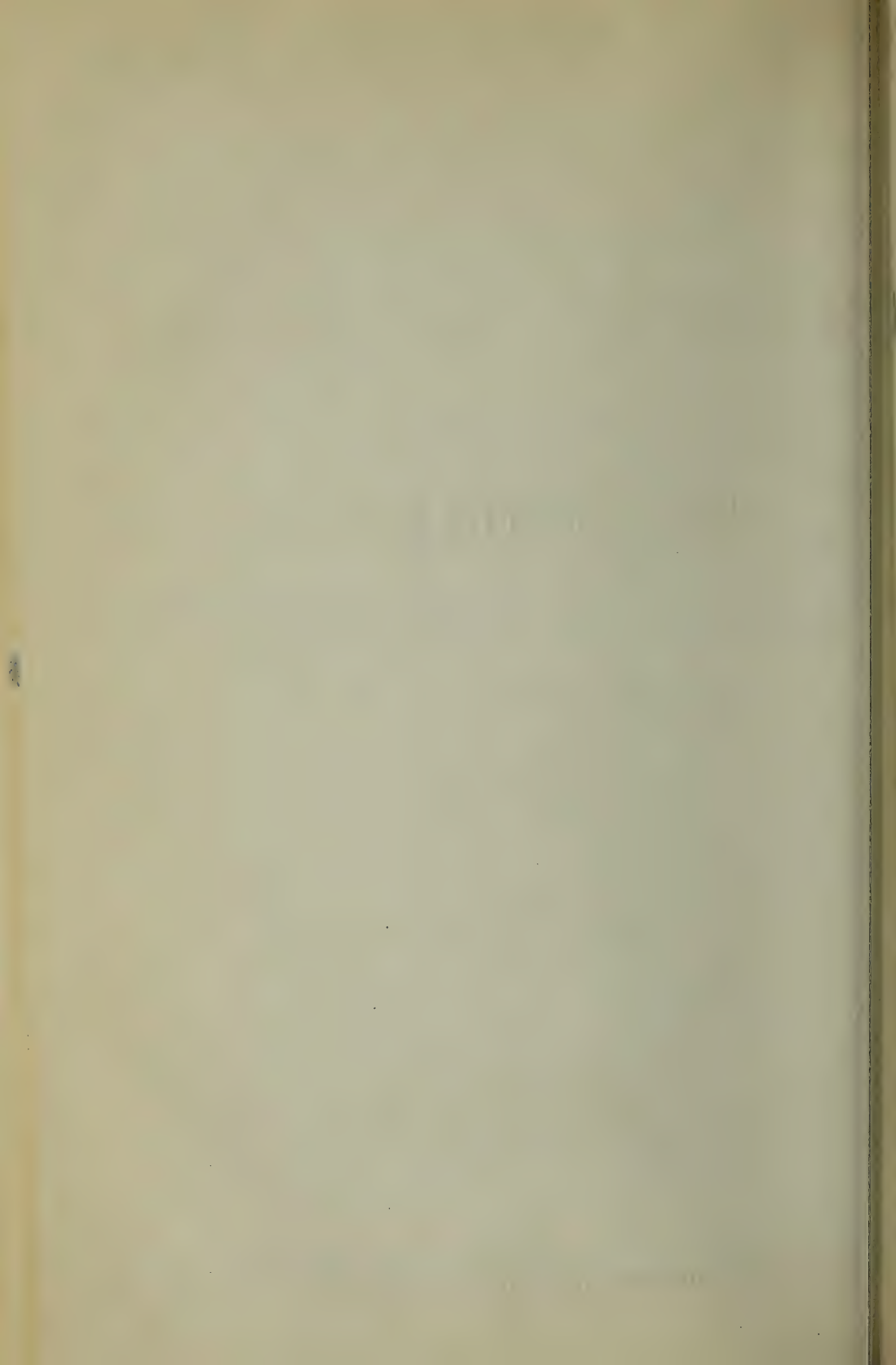
RETURN

(28)

Official Return of the distribution of the Dominion Statutes of Canada, being
45 Victoria, Fourth Session of Fourth Parliament, 1882.

—

*In accordance with the recommendation of the Joint Committee on Printing,
the above Return is not printed.]*



REPORT

OF THE

MINISTER OF JUSTICE

AS TO

PENITENTIARIES IN CANADA

FOR THE

YEAR ENDED 30TH JUNE,

1882.

Printed by Order of Parliament.



OTTAWA:

PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET.

1883.

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To His Excellency the Right Honorable Sir JOHN DOUGLAS SUTHERLAND CAMPBELL (commonly called the Marquis of Lorne), one of Her Majesty's Most Honorable Privy Council, Knight of the Most Ancient and Most Noble Order of the Thistle, and Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor General of Canada and Vice-Admiral of the same.

MAY IT PLEASE YOUR EXCELLENCY,--

I have the honor to submit herewith, for the information of Your Excellency, the Annual Report of the Inspector of Penitentiaries, together with copies of the Annual Reports of the officers of the Penitentiaries, and financial and statistical tables and statements, being for the year ended 30th June, 1882.

I have the honor to be

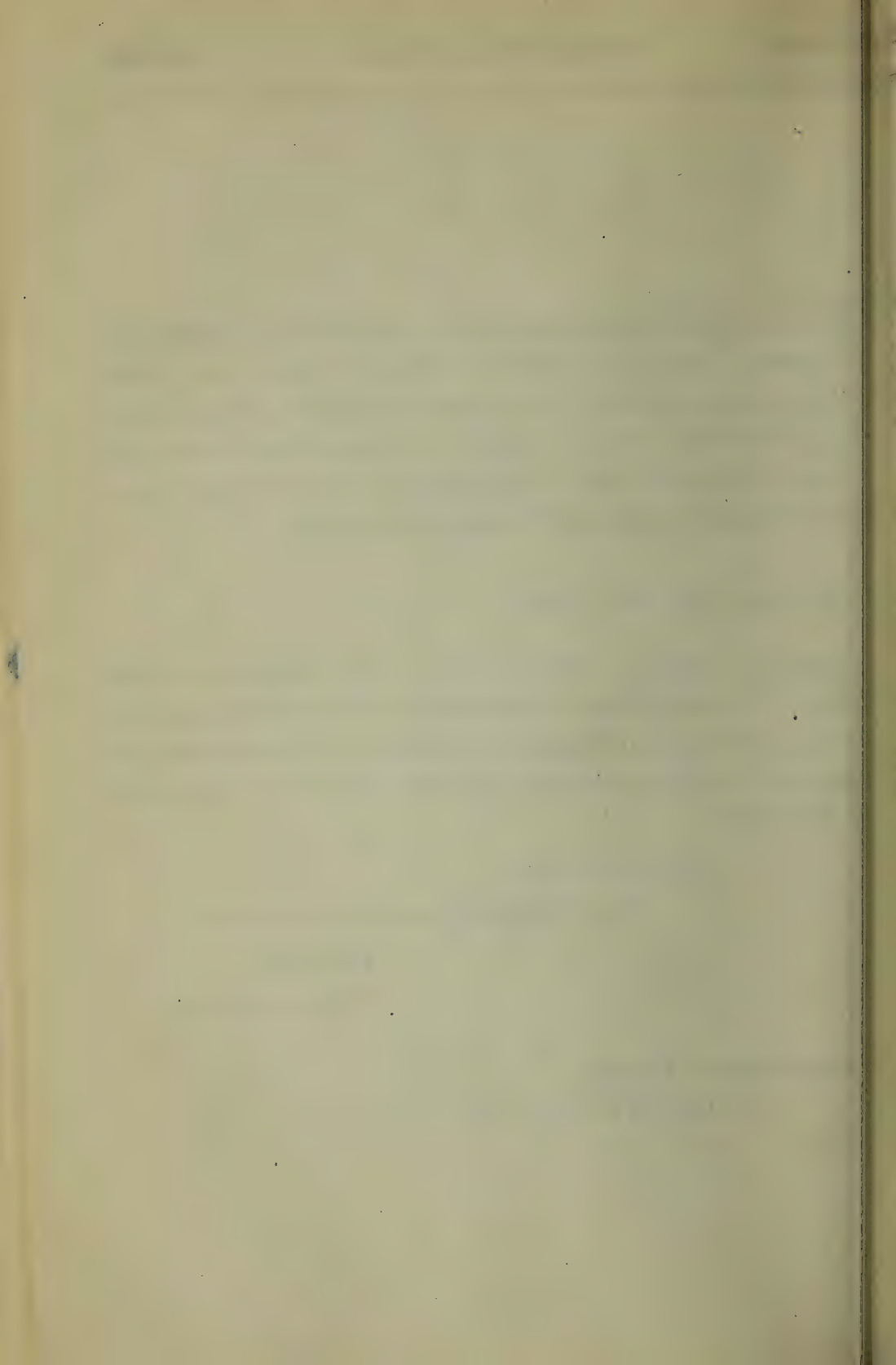
Your Excellency's most obedient servant,

A. CAMPBELL,

Minister of Justice.

DEPARTMENT OF JUSTICE,

OTTAWA, 1st February, 1883.

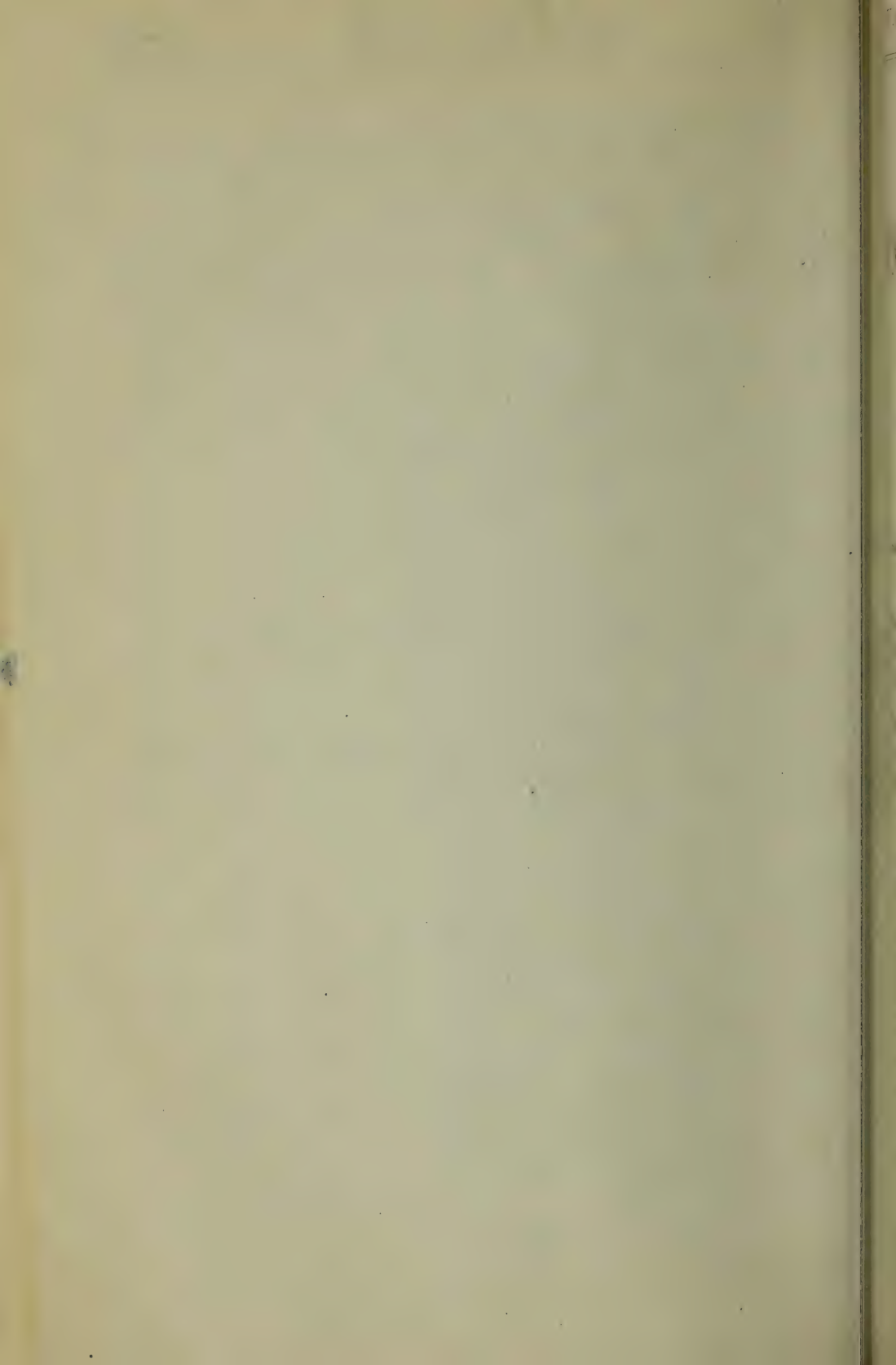


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SEVENTH ANNUAL REPORT
OF THE
INSPECTOR OF PENITENTIARIES
OF THE
DOMINION OF CANADA

FOR THE YEAR ENDED 30TH JUNE, 1882.

HON. SIR ALEXANDER CAMPBELL, K.C.M.G.,
Minister of Justice.

SIR,—I have the honor to submit the Annual Report upon the state of the Dominion Penitentiaries for the year ended 30th June, 1882, pursuant to the provisions of the Act 38 Vic., Cap. 44.

The following return will show the number of convicts in each Penitentiary on 30th June, 1881, the number received and discharged in the course of the fiscal year ended June 30th, 1882, and the number remaining at the date last mentioned,

viz:—

KINGSTON PENITENTIARY.

	Males.	Females.	Total.
Number in confinement 30th June, 1881:.....	681	24	= 705
Received during the year.....	113	8	=
	794	32	= 826
Released on expiration of sentence, &c.	217	8	
Remaining, 30th June, 1882.	577	24	= 601

ST. VINCENT DE PAUL.

Number in confinement 30th June, 1881.....	318	0	= 318
Received during the year.....	121	2	= 123
	439	2	441
Released on expiration of sentence, &c.	122	2	= 124
Remaining, 30th June, 1882.....	317	0	= 317

DORCHESTER.

	Males.	Females.	Total.
Number in confinement 30th June, 1881.....	94	2	= 96
Received during the year.....	44	3	= 47
	138	5	= 143
Released on expiration of sentence, &c.....	42	0	= 42
	—	—	—
Remaining, 30th June, 1882.....	96	5	= 101

MANITOBA.

Number in confinement, 30th June 1881.....	52	4	= 56
Received during the year.....	19	2	= 21
	71	6	= 77
Released on expiration of sentence, &c.....	19	1	= 20
	—	—	—
Remaining, 30th June, 1882.....	52	5	= 57

BRITISH COLUMBIA.

Number in confinement, 30th June, 1881....	43	0	= 43
Received during the year.....	19	0	= 19
	62	0	= 62
Discharged by expiration of sentence, &c....	10	0	= 10
	—	—	—
Remaining, 30th June, 1882.....	52	0	= 52

RECAPITULATION.

Total number in Kingston Penitentiary, 30th June, 1882.....	601
“ “ St. Vincent de Paul Penitentiary, 30th June, 1881	317
“ “ Dorchester Penitentiary, 30th June, 1882.	101
“ “ Manitoba “ “ “ ..	57
“ “ British Columbia “ “ “ ..	52
“ “ all the Penitentiaries of the Dominion 30th June, 1882.....	1,128
“ “ all the Penitentiaries of the Dominion 30th June, 1881.....	1,218
Total decrease.....	90

The reduction in crime in 1881-82 has even exceeded that of 1880-81, and is, on the whole, more satisfactory in its nature, for it has been more substantial, more general, and more equally distributed. Thus, in two years, there has been a falling off in the convict population of Canada of 151. This is a matter upon which every well-wisher of the country has grounds for congratulation. We have, here, conclusive proof that the increase of crime, which we had to deplore a few years ago, was the consequence of financial depression, scarcity of employment and low wages. This steady decrease, in view of the annual increase of the population of the Dominion, argues prosperity and speaks well for the *morale* of the people. Even in Manitoba and British Columbia, where the gain, in point of numbers, has been so large, at the close of the year there was hardly a perceptible difference in those Penitentiaries, from the statement of 1881. In Manitoba, especially, where the tide of immigration has set in so steadily and rapidly, it were not surprising should a considerable addition to the number of convicts, there, be the result. It is, indeed, most gratifying and highly creditable to the Manitobans and to the Government of that Province and the North-West, to find such comparative immunity from crime, a marked characteristic. May this happy state of things long continue!

I am confident it will afford you as much pleasure to learn as it does me to state that, according to the reports of the several Wardens, and from what I observed, on the occasion of my visits, the general conduct and industry of the convicts in all the Penitentiaries were satisfactory. No serious breaches of discipline occurred, except some instances in which prisoners refused to work or obey lawful orders. In these cases it was found necessary, sometimes, to deal severely with the offenders; but the great bulk of the punishments inflicted were for minor offences.

The officers, as a rule, behaved well and discharged their duties with fidelity and zeal. It was found necessary, for the better efficiency of the service, to make some changes, especially at St. Vincent de Paul, which will be noted in the proper place.

In connection with the staff of the various Penitentiaries, I trust it will not be out of place, here, to call your attention to a report which, in accordance with your instructions, I laid before you last year, recommending an increase of salary to most of the employés. This was done in consequence of the repeated applications which had been made to the Department by officers employed in the Penitentiary service, throughout the Dominion. It is the experience of the Wardens, as well as my own, that the proper class of men to form the police of a Penitentiary, particularly, cannot be induced to engage as guards at the salary now paid. Some years since, when living was far more inexpensive, and when it was difficult to find employment, the present rate of wages was considered fair. Then, men intelligent, fairly educated, and of excellent character, including mechanics, could be procured as guards, at \$450 per annum. The times are altered. Such men, as we require, find better remunera-

tion for their labor in the various fields of industry and enterprise which have opened of late. Those who continue in the Penitentiary service do so either because of their length of service and their expectation of a gratuity upon retirement, or because they use their situation as a mere convenience, until something better may offer. It is not going too far to say that, the same average intelligence, the same responsibility and risk, the same amount of trying monotonous duty, from year's end to year's end, in any other branch of the public service, or in any other walk in life as are expected from the guards, keepers and other officers of the Penitentiary, would command a higher *quid pro quo* than they receive. The salaries ought to be regulated in such a manner as could enable the Wardens, the Minister of Justice and the Privy Council to employ the best and most efficient officers in the various positions which they respectively control, under the law. Taking into account the important part the disciplinary officers have to perform, in enforcing the observance of the rules and in promoting the reformation of the convicts under their charge, with the facts already mentioned in this connection, Parliament would, doubtless, be disposed to approve of such increase of salaries as you may be pleased to advise. The Reports of the Commissioners and Directors of many of the States' Prisons, in the adjoining Republic, show that a much higher value is placed upon the services of the men employed in those institutions, than the same class is estimated at in Canada. Without meaning any invidious comparisons, it may be affirmed that, our Penitentiary officers are not less deserving than those who discharge similar duties, beyond our border, in the States Prisons.

The reports of the Surgeons confirm the statements of the Wardens respecting the favorable sanitary condition of all the Penitentiaries, although the death rate has been considerably in excess of any record for the last ten years, the number that died being 21. The unusual mortality of the last year is due, in great measure to the number of insane prisoners and of others, whose health and constitution had been completely undermined at the time of their commitment, having died—Indians especially, if their health be impaired, pine away rapidly in confinement. There have been marked instances of this liability to languish and die among the Indians who have been imprisoned in Manitoba and British Columbia Penitentiaries. The Surgeon of the latter institution refers to the fact in his report. Unless the crime be very serious or the convict a dangerous character, it were clemency well exercised to liberate an Indian prisoner whenever the Surgeon certifies that his health begins to fail, as delay in his case is likely to prove dangerous. No cases of epidemic or contagion have occurred anywhere during the year.

There is a decided improvement in the manner in which the requirements of the Penitentiaries are provided for by the Department of Public Works. The same difficulty to get anything done, which was experienced a few years ago; no longer exists. Sometimes delays occur in supplying even pressing wants, but to a great extent the blame rests, not with the Department of Public Works but with the War-

who had not the foresight to ask the Inspector, in due time, to see that provision be made by the Chief Architect, in the estimates for the buildings, repairs and improvements which are necessary, throughout the financial year.

In the past, the expenditure of some of the Penitentiaries has been largely increased, over and above what should constitute the correct and legitimate outlay for maintenance, by providing in our estimates for a class of supplies which should have been furnished by the Department of Public Works. For the future, whenever works are in progress, under the control of that Department, there is every reason to expect that provision will be made for all *materiel*, tools, machinery and its maintenance, &c., that may be required. Wherefore, it will be the duty of each Warden, assisted by the Clerk of Works, to make an approximate estimate, sometime in November, every year, of what the Public Works' Department can be properly asked to supply.

I would most earnestly beg to call your attention to a class of convicts that is becoming more numerous every year, namely, the imbecile in mind and idiotic. I do not refer to the unhappy beings, upon whom imprisonment and its surroundings produce such effect; but to those who enter the Penitentiary in this condition. It is the experience of the Wardens, the Surgeons and the other officers who have to deal with such prisoners that, for the most part, they are irresponsible, not capable of discriminating right from wrong, and that they should have been sent rather to an insane asylum than to a Penitentiary. Their presence in a penal establishment impairs discipline. They are in constant violation of the rules, for which it were a cruelty to punish them; yet their example is very often taken advantage of by the ill-disposed, who will raise the cry of favoritism and injustice, if they meet with their desert. May it not be safely concluded that, the greater number of those unfortunate persons, before the commission of what in others would be crime, and before trial, exhibited such symptoms of mental weakness as would call for a consultation of medical experts rather than of jurymen in their case? It is, of course, very convenient and economical for the Local Government that the light-headed and demented be maintained at the expense of the Dominion, in a Penitentiary, instead of in their proper place—the lunatic asylum. There is no intention to insinuate that this occurs by design or under any fixed regulation; but, it may be said that sufficient attention is not paid by the Governors and attending physicians of the common gaols to the condition of those hapless creatures before they are placed in the dock, otherwise they would not be put on trial. As those people generally belong to the poorest and most degraded class, and are without means or friends to enable them to make a defence against the crimes with which they are charged, conviction necessarily follows; their irresponsibility on account of infirmity of the mind, very probably not having been noticed by judge or jury. Hence they are sentenced to the Penitentiary where their real state becomes soon apparent. It is in the hope that, if there be any enactment in existence which prevents the commitment of idiots and imbeciles to a

Penitentiary, it will be enforced, or if the law do not fully meet such cases that it be amended, I bring this matter under your notice.

It is of great importance that something more would be done by the Government to utilize the labor of the convicts in Kingston Penitentiary. It is very difficult for the Warden to create employment for the large number of prisoners throughout the year. Suggestions have been made, from year to year, pointing out the means at the disposal of the Government, whereby the industry of the prisoners in Kingston could be made remunerative. I mention this Penitentiary in particular because, in the other institutions, all the convict labor available is required for prison purposes. Whereas invidious comparisons are made in public in regard to the Penitentiaries of the Dominion, and certain penal prisons in the United States, on the score of the latter being self-supporting, it were only fair to remember that, with the exception of the small share of work given by one or two of the Government departments to Kingston Penitentiary, there is no means of creating a revenue. In every state prison of the United States of any extent, the convict labor is hired out to contractors, and a large annual revenue is thus obtained. At Kingston, a contract of a limited nature exists. In fact, the contract system is not encouraged here, because it is considered to be injurious to good discipline, and to frustrate the primary and paramount object of a Penitentiary, namely, the reformation of the prisoners. The case is different as regards employment furnished by the Government, which is highly beneficial. It is so considered in England, where the same illiberal and illogical views that are held by some unreflecting people in Canada, on the subject of convict as opposed to free labor, are not entertained. There, as pointed out in my Annual Report three years ago, an immense amount of Government work is done in the convict prisons, and strange to say, we never hear of any protests by "the friends of free labor" against "this flagrant injury to the interests of the honest, hard-working, industrious classes in favor of criminals." It is the opinion of eminent men, who have devoted the best part of their lives to the study and promotion of prison reform, that, the duty devolves upon the State to establish and encourage as many trades and industries as possible in penal institutions. This should be done, in view of enabling the inmates to learn some mechanical or industrial pursuit whereby they could earn an honest livelihood upon gaining their liberty. What is done by the Government in this direction, in England, France, Prussia, Belgium and in the small cantons of Argovie, Zurich and Neuchâtel, can certainly be accomplished in the Dominion. In view of arriving at some practical means of carrying into successful operation a plan for the better and more profitable employment of convict labor, independent of the contract system, I would beg leave to recommend that a conference be held, to be composed of the Deputy Ministers and heads of branches of several Departments as control such work as can be executed in the Penitentiaries, and the Warden of Kingston Penitentiary with the Inspector, in order to discuss the subject for the purpose of submitting a report to the Government. The very plain and

definite statement which Mr. Creighton makes in his report, in reference to his undertaking to make Kingston Penitentiary not only self-sustaining, but as contributing its share to the public revenues, is worthy of serious attention. He says:—

“If the Department which controls my official action will give me full control of this Penitentiary, to manage it as I think best as a commercial enterprise, I have full faith in my ability to make it pay its way, leaving some margin for profit.” It is on this plan the Albany (N.Y.) Penitentiary was conducted, when I visited it in 1873. The Warden, General Pilsbury, managed it as though it were his own private concern, paid all expenses and handed over a good balance, besides, to the Treasurer of the State of New York. The Warden of Kingston Penitentiary may be safely entrusted with making the experiment which he proposes. His great success and experience in administering the affairs of the important institution under his management, afford a good guarantee that he will accomplish what he offers to undertake. This proposition involves a possible saving to the country of more than *one hundred thousand dollars* annually. I beg leave to commend it to your most favorable consideration.

It is unnecessary to do more than refer, in the briefest manner, to recommendations which I considered it necessary to make, in other Annual Reports, for the last ten years, as follows:—

I. The separation of newly received convicts, for some months, and of the habitual and incorrigible, from other prisoners. The well disposed are now placed in forced relations with the guilty and the hardened, thus encouraging moral contagion attempts to escape, and the plotting of new schemes of wickedness and crime. In making additions to the several Penitentiaries, now, or in the course of a short time, to be enlarged or improved, cellular provision can be made for the separation proposed.

II. The proper classification of the prisoners as far as our system and means for doing so will permit. The great advantage of this, as exemplified under the Crofton, or Irish plan, I endeavored to show in last year's Report.

III. A meeting of the Wardens, Chaplains, and Inspectors annually, or even once in two years, for the purpose of improving and making uniform the system of administration followed in each Penitentiary.

IV. The appointment of a competent commissioner to examine into and report upon the details of the Crofton system as carried out in Ireland, with the view to its adoption, as far as practicable, in Canada.

V. An occasional visit by the Inspector and Wardens to such of the State Prisons as are known to be administered in the most approved manner.

VI. The providing of a sum of money in the Estimates to meet the expenditure required to carry out the third, fourth and fifth suggestions should they be approved.

At a time, when the improvement of prison discipline and the reformation of convicts are questions which enlist the earnest consideration of almost every other country in the civilized world, it would seem to be the duty of the Dominion to pay more attention to matters of so much importance than they have been receiving of late years. To ask for those who are charged with the heavy responsibility connected with the administration of Penitentiaries, some further opportunities of acquiring more knowledge and experience respecting the occupation in which they are engaged, cannot be asking too much.

For details respecting the Penitentiaries, I have the honor to refer you to the reports of the Wardens, Chaplains, Surgeons and other officers, and to the financial statements and statistical tables, which are prepared with great care and accuracy.

KINGSTON PENITENTIARY.

There is little to add to the Warden's Report.

This Penitentiary has been managed, during the past year, with the same ability, economy and success, that have marked the administration of Mr. Creighton since he assumed the duties of Warden.

The conduct of the convicts is reported to have been "very good." In the course of my visits I have seen satisfactory proofs of their industry. Every year there are valuable additions to the buildings and extensive improvements made. Last year the fine solid boiler-house has been finished. A want long felt is thereby supplied. At length there is a near prospect of heating the prison building with steam. Under the new arrangement steam will be also furnished for mechanical purposes, for pumping and for operating the flour mill.

The Warden mentions in his Report the accommodation which the new boiler-house affords for carrying on the manufacture of woollen stuffs for convict clothing, blankets, rugs, &c., for the use of the Penitentiaries and other purposes of the Government, such as the N.W. Mounted Police, the Indians, &c. According to the Warden's estimate the amount required for the machinery would not exceed four thousand dollars. This is an enterprise which holds out every promise of success. It is quite legitimate and unobjectionable, as it is proposed to manufacture exclusively for the Government, and would not enter into competition with any existing industry. The aim of the undertaking would be to combine economy with the means of employing a certain number of convicts at skilled labor. I think you will regard with favor this proposed plan of the Warden, which he has conceived and maturely considered for some years.

The recommendation made, for many years, to light the Penitentiary with gas, is renewed by the Warden. He suggests that gas be manufactured from crude petroleum. This would be a great improvement upon the plan now in use, on the score of cleanliness, safety and, eventually, perhaps, of economy.

The old and new farms have been very much enhanced in value by manuring and skillful cultivation. The Warden does not over estimate the annual saving of money to the Government, by means of the yield of the farm, at five thousand dollars.

The buildings projected and put up by Mr. Creighton, including the splendid criminal lunatic asylum, boiler house, the stone barn and dwellings on the new farm, the carriage house and annealing rooms, to the rear of the stone shed, and the continuation of the Penitentiary wall down to the bay; together with the improvement and fencing of the land, the new roads, drains, extensive wharf and docks, &c., all the outcome of convict labour and skill, ably and wisely utilized and directed by the Warden, give tangible and convincing proof—were any required—of the experience and good judgment that are exercised in administering the affairs of this Penitentiary. It would be, probably, rather under than over the mark, to estimate the value of the improvements of all kinds which have been made to the property of the Penitentiary for the last twelve years, during the Wardenship of Mr. Creighton, at \$120,000, the actual money outlay not exceeding a sixth of this sum.

The contract with Mr. L. B. Spencer gives employment to more than one hundred convicts, at moulding, lock-making, &c. This greatly relieves the Warden, who would experience serious difficulty in finding work for so many, in addition to the large number of prisoners whom he has to keep from idleness. This contract does not, I am glad to say, interfere with good discipline or the rules. It is to be regretted, for the sake of the convicts and from a pecuniary point of view, that a larger number of prisoners cannot be engaged under this contract, in consequence of the moulding room being too small.

The Warden confirms the experience of the chief officers of the other Penitentiaries, when he says:—"It is a difficult task to find suitable officers to place over convicts." This is chiefly to be attributed to the cause already assigned in another part of this Report. The task of governing, in a proper way, a penal institution, such as this, without the support and co-operation of reliable and competent officers, such as the Warden, or one thoroughly conversant with the difficulties surrounding the situation, can alone understand.

All things considered, the staff of Kingston Penitentiary comprises as large a number of good and deserving officers as the nature and circumstances of the service could possibly be expected to attract. It would be a step in the right direction if inducements sufficient be held out to secure and retain in the service the right type of men.

The report of the Surgeon of the sanitary state of the institution is all that could be wished. This is also the case even among the lunatics. In this relation, it is incumbent upon me to bear testimony to the exact manner in which the visiting physician discharges his duties, and the care and attention which all receive who require his professional aid. The precautions which he advises, and which are

faithfully adopted and carried out under the directions of the Warden, have successfully prevented the inroad of dangerous or infectious diseases.

The completion of the criminal lunatic asylum, erected on the site of the extensive workshops, on the south side of the prison yard, destroyed by fire in 1877, was noticed in the last Annual Report. In the meantime, the dormitories and day room have been suitably furnished, and the insane patients removed into their new quarters from the Penitentiary Hospital, which they had occupied for some years. The Asylum is well adapted for its purpose. It is lightsome, thoroughly ventilated and solidly built, the cells and windows being sufficiently secured to prevent escape. In the basement, the dungeon cells have been provided. Those are of good size, properly heated and aired, and constructed with the view of their extra strength.

A grist mill, of sufficient capacity to grind flour for this as well as for the Penitentiaries of St. Vincent de Paul and Dorchester, has been fitted up in one end of the Insane Asylum building. It will go into operation as soon as the steam from the new boiler house can be introduced to set the machinery in motion. The Warden expects that a goodly amount will be saved, yearly, by manufacturing the supply of flour on the premises.

The Protestant Chaplain again refers to the baneful effect of indiscriminate association. He says,—“I think that association and its results are the greatest hindrance in the way of reformation.” He also mentions that he received several letters, during the year, from ex-convicts in Canada and the United States, who are doing well.

The Catholic Chaplain reports “everything as having proceeded satisfactorily during the past year.” The chapel, which had been renewed and decorated, was blessed by the Bishop of Kingston, with due solemnity. The Chaplain refers to the salutary effect produced on the convicts by the touching and eloquent sermon of His Lordship on the occasion. He also mentions the good influence which the improvements in the chapel exercise upon their minds and demeanour.

The Matron states in her report that the conduct and industry of the women under her charge “has been much better than ever before,” in her experience of twenty-two years. There are three insane female convicts. They work with the others and “have behaved well.” The return of work shows that they have been usefully and profitably employed. I have again to bear testimony to the strict discipline, the good order and clean appearance of the Female Prison on the occasion of my inspections. Some much needed improvements in the laundry and small outbuildings, will be made by the Warden as soon as the work can be reached.

The School has been well attended, the number reported being 11; the progress and conduct of the prisoners were satisfactory. The officers engaged in teaching apply themselves with much zeal and interest.

to their work. The School and the Library are instrumental, in all our Penitentiaries, in effecting a great improvement in the minds and morals of many convicts. The books in the Libraries, passing through so many hands, are subject to great wear and tear, and require to be replaced and the number increased. An addition to the yearly grants to the Libraries in the Penitentiaries, voted by Parliament, would be of great benefit. Indeed, it were difficult to apply the same amount of public money to better use.

The Deputy Warden, Mr. John Flanigan, having been superannuated, on account of failing health, the Steward, Mr. William Sullivan, has been appointed to fill the vacancy.

The Chief Keeper, Mr. Thomas McCarthy, has been transferred to the Penitentiary at St. Vincent de Paul. His position has not been filled, as the Warden has decided, for the present, to dispense with a Chief Keeper, for the discharge of whose duties thus far, proper provision has been made.

The death of Mr. Henry A. Jones, the very efficient Clerk to the Warden, occurred during the year. He has been succeeded by Mr. Robert Creighton.

ST. VINCENT DE PAUL.

In the beginning of last December, Mr. H. B. MacKay, the Acting Warden for the previous seventeen months, was superannuated, and Mr. Godfroy Laviolette was appointed Warden. In accordance with your instructions, he spent some time at Kingston Penitentiary, in order to gain some knowledge of the duties he would have to perform, and become familiar with the details of the administration which are so well carried out there.

In the last Annual Report, it was my unpleasant duty to advert to the constant and untiring efforts that were being made, through means of the press, as by a number of prejudiced people, to bring this Penitentiary into public disrepute. This course was followed, not in the interest of the institution or of the country, but with the view of exciting a feeling of hostility against the Government, on account of the change which it was found necessary to make in the administration here, and of sympathy for the former Warden. Thus the Penitentiary management was run down and occurrences were blackened or exaggerated in order to serve party purposes or gratify political malignity. This was unfair and unjust. It was unfair because those who were anonymously assailed had no opportunity for defence; and it was unjust because garbled and erroneous statements of facts were made the basis of attack. In all candour it must be admitted that, the affairs of this Penitentiary had not been in a satisfactory state for some time previous to Mr. MacKay becoming Acting Warden. This was mainly attributable to the character and composition of the staff. In the opinion of ex Warden Duchesneau to be on "the right side in politics," was the all-important qualification for any appointment at his disposal. To

so great an extent was he governed by this consideration that the Inspector was more than once instructed by a former Minister of Justice to inform him, the Minister expected that, in dismissing or appointing officers, he would be guided rather by their merits and qualifications than by their politics. In defiance of these remonstrances and of the advice often tendered by the Inspector, in the same direction, the ex Warden, either of his own free will and accord, or induced by outside influence or pressure, employed men on the staff of the Penitentiary for political considerations who, by character, disposition and habits were unsuited for the position to which they were appointed. The officers who were known or suspected to belong to the other political party were either sent adrift by the Warden,—whose power to dismiss Guards and Keepers is absolute under the law as it now stands,—on the plea of inefficiency, age, &c., or if no plausible grounds for their removal existed, were made to feel, in some way or other, that they were not wanted—that their resignation would not be unacceptable. For his official information respecting the staff, the Inspector has relied upon his own observation and upon the Warden's statements, on the occasion of his visits to a Penitentiary. During my inspections, as well as when called upon to make confidential statements upon the character of each member of his staff, the Warden Duchesneau reported favorably of men who were unworthy and incompetent as the future revealed. The favoritism displayed on the one side, and the dislike on the other, on account of political bias, by the Chief Officer of the Penitentiary, as was made clearly manifest during the inquiry which led to the removal of the Warden, had the effect of reducing the staff to a low state of demoralization. This chiefly occurred during a period when the Inspector—for reasons known to the Department of Justice—did not visit this Penitentiary. It was in this condition of affairs that the administration of the prison was assigned to Mr. Mackay. His position was a delicate and difficult one. He says in his Annual Report, under date 1st July, 1881,—“When the management of the affairs of the Penitentiary was entrusted to me, the officers of the institution were divided into two factions, one which espoused the interest of Dr. Duchesneau, whilst the others had opposed them. After the late Warden was relieved from the cares of his office, these two parties continued to exist.” Through the imprudent and partizan conduct of the ex-Warden, the Penitentiary, so far as related to the staff, was turned into a political bear garden. It is not surprising that the Acting Warden found himself, upon taking charge, in a peculiarly unpleasant and embarrassing situation. He was surrounded by the protégés and adherents of his predecessor who conspired against his administration inside the walls, and who betrayed his confidence and slandered him outside. Though it was well known to Mr. MacKay that this organization, among a portion of the officers unfriendly to him, existed, yet their proceedings were so well and secretly arranged and carried out that sufficient evidence to establish guilty complicity could not be obtained. Advised by the Inspector to dismiss those whom he had good reason for supposing were in league against him, the Acting Warden did not wish

take this course, lest his action might be imputed solely to personal motives and not to a desire, on his part, to improve the efficiency and *morale* of the staff. Besides, as he was only *locum tenens*, daily looking forward either to his own appointment or that of some one else to the Wardenship, he felt unwilling to take upon himself the responsibility and odium of making the numerous dismissals which he considered to be necessary. No doubt, he would have taken a different course had he known that the duties and responsibility would have rested upon his shoulders for so long a period. He would have acted more prudently, and have laid himself less open to censure and to the charge of remissness had he, at an earlier stage of his vicarious administration, made known to the Inspector the true state of affairs, so far at least as the staff was concerned. Beyond question, it required time and patient diligence to form a proper estimate of the character of those over whom he had been so unexpectedly placed, and this may account for the delay. Be that as it may, it is due to the late Acting Warden to state that, the officers mentioned by him in a report—made very soon before his retirement—as unfitted for the service, have been dismissed by the present Warden, who was made acquainted with their shortcomings. Lax discipline among the prisoners was the natural outcome of the misconduct of the officers. Take the administration, nevertheless, of this Penitentiary at its worst, for the last five years, and it has not at all approached the low status ascribed to it in prejudiced quarters.

In justice to the late Acting Warden and to the true character of the Penitentiary, these explanations setting forth the causes which led to whatever was lax in discipline or defective in administration, are not only warranted but imperitatively demanded in view of the frequent misstatements which have appeared in certain newspapers within the last twelve months.

Mr. Telephore Ouimet, the former Acting Deputy Warden, succeeded Mr. MacKay as Deputy Warden.

Mr. John Cooper, Chief Keeper, was superannuated in December, 1881, and was succeeded by Mr. Thomas McCarthy, transferred from Kingston Penitentiary.

To restore the discipline which, as you were made aware through my reports, had become impaired, and to reorganize the staff, you gave instructions that the Warden of the Manitoba Penitentiary—a good disciplinarian—should take charge, temporarily, of this institution. This was done in order to smooth the way for the Warden about to be appointed, so that he would enter upon the discharge of his duties under as favorable auspices as possible. The time spent here by Mr. Bedson, was too short to effect all that could be desired; yet he accomplished much good. His own minutes and those of the present Warden, entered upon the Warden's Daily Journal show that the Penitentiary was handed over to the newly appointed chief officer in good order and condition. In his report the Warden says, "Mr. Bedson, during his brief administration of five weeks, had done a great deal in the way of

improving discipline; but there was much left to be done yet in that direction. Quite true.

The Warden ascribes the defects which he found to exist in the management of the following cause:—"The absence," he says, "for a considerable length of time of the principal officer, had been, undoubtably the cause of that somewhat disorganization (*quasi* disorganization)." This accords with what I said in last year's report, viz "I do not look for any material or permanent improvement until a Warden be appointed." It is further borne out by the Warden when he says, "The moment I had taken charge the officers showed themselves as animated with a new feeling of ease and trust, thinking, probably, that thereafter, there would be a chief standing at their head in permanence; and manifestly showing the laudable desire to help me as best they could in the accomplishment of the arduous task which devolved on me." Further on, he adds, "And I have pleasure in acknowledging that within a few months of experiment I acquired the certitude that a good number of the officers—the majority at least—were intelligent enough and had sufficient good will to perform with efficiency, the duties which their respective positions demanded of them. This is good testimony in behalf of the majority of the officers. The Warden goes on to say, "I made up my mind, not without regret to dispense, as occasion would offer, with the services of several officers, and meanwhile to accept the resignation of some others." That is to say, the officers who conspired to frustrate the efforts of Mr. MacKay to maintain order and discipline, and to bring his administration into disrepute, were sent about their business, after having been given a trial, by the new Warden. About seventeen have been removed. When so many were disaffected towards the Chief Executive officer, making bad impressions, by their misbehavior upon the prisoners and the other members of the staff, the natural result was, the condition of things which Mr. Laviolette describes as existing, when he took charge.

The Warden has found that, in following the system which his predecessors in office adopted, pursuant to the instructions of the late Board of Directors and of the Inspector, viz., to treat the convicts "with humanity and justice," and to re-educate and advise instead of dealing with them severely and cruelly, good effects have been produced. It is not to be expected that this mode of treatment would suit all. The wicked and the hardened, when mildness and moral suasion fail, force the adoption of rigorous and stringent means for their improvement. This is the rule followed in all the Penitentiaries of the Dominion, and is neither new nor confined to St. Vincent de Paul.

The Warden's suggestion of sending "the great criminals, the recidivists of Ontario and Quebec—the Maritime Provinces might be included—to Kingston, is a good one. In my Annual Reports, for many years, the same recommendation was made.

In concluding his remarks respecting the convicts, the Warden says: "All things considered, I have reason to be satisfied with the general conduct of the convicts; they have become relatively docile and submissive." Had the discipline which was in force during the former administration been as defective as the newspapers described it, or as the context of the Warden's own report would lead one to infer it had been when he entered upon office, his success in bringing about the salutary change in the character and disposition of the prisoners, in *seven months*, has been unprecedented—marvellous! For criminals who are described as "giving themselves to dissipation and becoming insubordinate" in the workshops, where "abuses of the worst sort existed" on the 1st December, 1881, to be guilty for the most part of "violation of the rules of silence," only, between that date and the 30th June, 1882, is a reformation without parallel! The picture is too highly coloured, on the one side or the other.

The statement of the Warden, that "it is an impossibility, though there are some who think otherwise, to prevent both escapes and attempts to escape among convicts," admits of being qualified. It is exceedingly difficult to prevent attempts to escape unless constant vigilance be exercised. Successful escapes are, as a rule, the result of neglect and violation of the rules by the officers in charge. Recent escapes from this Penitentiary have been clearly traced to the causes just mentioned.

A much needed and laudable improvement has been made, by the Warden, on the system of issuing and storing the convict clothing, which had been in existence since the opening of the Penitentiary. Owing to the increased accommodation for this purpose, which the present Warden has the advantage of, this work can be carried on with more regularity, method and economy.

The Warden, so far as I was able to observe, when I made the inspection, and accrediting his own statement of the fact, has reorganized the workshops, and made in them some needed reforms.

The necessity which arose for having certain clothing made "outside the prison during the eighteen months preceding" the present Warden's administration, was not caused, as he incorrectly mentions, by a "want of industry or good will—if not owed to both," on the part of any one concerned, but was simply and wholly attributable to the incompetency of the tailor instructor. It is also a mistake to state that "the institution was subjected to disbursements, oftentimes of a considerable amount, for the making of clothing 'outside the prison.'" The books will show that the sum expended for this purpose was comparatively small. To designate the repairing of 'convicts' garments' a "newly introduced custom" is a surprise to me. Since the Penitentiary was opened, in May, 1873, I have never, to my recollection, paid a visit to the tailor shop without seeing convicts employed in repairing the prison clothing, and I have invariably remarked the clothes worn by many prisoners to have been mended.

Among the many charges brought against Warden Duchesneau, that of extravagance or waste—in the matter of convict clothing—was not advanced. On the contrary, he was accused of not having done justice to the convicts by having them clothed in tattered and patched garments. Whilst fully disposed to give the Warden all the credit due to him for every reform he may have made in the various departments of the Penitentiary, it is my duty to correct any mis-statement which would tend to create an impression prejudicial and injurious to the antecedent administration. It is a well known fact that many convicts in all the Penitentiaries resort to all sorts of expedients to obtain new articles of clothing, very much oftener than they are entitled to receive them under the rules. For this purpose, unless well and successfully watched, they hide away and sometimes even destroy a portion of their apparel. That this was done to a very considerable extent, with the connivance and active aid of some of those officers who have been dismissed, there are good reasons for supposing. The Warden has, I believe, succeeded in finding a quantity of various articles of clothing which had been concealed in the numerous hiding places that abound within the Penitentiary walls, and has put a stop to the abuse. Further, he has caused this clothing to be repaired and made fit for use. This is as it should be. The Warden makes mention of the reform he effected by “having repaired the convicts garments when partly worn out;” but it is not in strict conformity with fact, to call this a “newly introduced custom.” Most probably the Warden was misinformed on this point.

The workshops are in a better state of discipline and management than formerly. In assigning to convicts such employment as is suitable to their taste and physical condition, the Warden is acting in accordance with my minute on the subject, made last April.

The building intended for a dining hall, &c., is gradually progressing. In view of promoting good discipline—as a large proportion of the complaints on the Report Book come from the dining hall—of preventing a revolt, and of utilizing the new structure for workshops, which are now much required, it is intended to try the experiment of giving the prisoners their meals in their cells. This is done in the Central Prison, Toronto, and in several of the States' Prisons, with advantage and success.

The School, as the Warden truly remarks, is attended by many who have no disposition to learn. They go there merely to idle or spend an easy hour. It is quite proper to deprive such characters of the privilege, which should be granted only to those who feel disposed to profit by it. The school, which was for some time inefficiently conducted, is now in good hands and well managed.

I entirely agree with the Warden upon the advisability of increasing the number of books in the libraries. To this end it would be necessary to increase the yearly appropriation for that purpose, a matter which I beg leave to commend to your benevolence.

The Warden and Surgeon concur in declaring the health of the Penitentiary to be very good. Three deaths, or not quite 1 per cent. of the prison population, is a very light average where so many enter with enfeebled and broken down constitutions.

The remarks of the Warden about the hospital are quite correct. An isolated building, with roomy and well ventilated cells, after the model of the hospital in the Kingston Penitentiary, is just what would be suitable. Some time must elapse before this want can be supplied, owing to the work on hand and what is projected.

The work done in the workshops, for the officers, which the Warden claims to have stopped, "to the effect of putting an end to abuses," was ordered to be discontinued in 1878, more than three years before his appointment. Perhaps he has reference to a considerable quantity of work which was done, in his own time, without any requisition or proper authority.

The value at which the Warden estimates the labour of the convicts, if recognized, from a money point of view, by the Government and by Parliament, will be a substantial off-set to the expenditure. Unfortunately, the Finance Department will not admit any other item than "hard cash" in the contra account of the Penitentiary.

The reduction of \$2,025.84 per month, or at the rate of \$24,310.08 for the year, which the Warden claims to have made during the seven months of his administration, is large, and is proof that great economy has been exercised. Withal, the appropriation was exceeded by about \$5,000. It is very probable, as the Warden estimates, that for the fiscal year 1882-83, the expenditure will be greater, the prices of supplies being higher; yet with the care and economy now used, it is to be hoped will be confined within the limits of the grant.

It were too much to expect that in seven months the Warden could succeed in accomplishing "a perfect state of organization."

The building operations, the excavation of the main sewer, and the quarrying were carried on under the direction of the Superintendent of Public Works, through the Visiting Architect, Mr. John Bowes. When those works were commenced, it was arranged between the Department of Justice and that of Public Works that all the necessary convict labor would be furnished by the Warden. To render this practicable, it was understood that all other work, not urgently required, would be postponed, in order to supply the requisite number of convicts for the Public Works' undertakings. There has been some difficulty and misunderstanding on this score since the present Warden's accession to office, caused, very probably, by inexperience on his part, rather than any intention to run counter to the arrangements made between two Departments of the Government. By following out the special instructions which he has received, concerning his relations with the works, as well as with the officers, under the control of the Public Works Department, the Warden will easily obviate all trouble and unpleasantness. Indeed, with the "Rules and Regulations" for

his guidance, with every facility to obtain information, and a thorough willingness to impart it from this Department, a mistake of any moment cannot occur, unless caused by an indisposition to act in conformity with the "Rules," or to look for advice or instructions when they should be asked.

To do what the "Rules" and the Department prescribe is a safe and wholesome rule for a Warden to follow. Acting thus, he will avoid responsibility, which is very often irksome; contrariwise, he is most likely to involve himself in trouble. In the course of my experience I have had to deal with some Wardens who thought they were absolute masters of the position, and subject to no control. This is a delusion and it has been my unpleasant duty, more than once, to dispel it. The Minister of Justice is the head of the Penitentiary system. His instructions are conveyed to the proper officers through the Inspector. These instructions, as well as any the Inspector sees it his duty to issue, under the Penitentiary Act or the "Rules and Regulations," are to be obeyed. These leading principles of Penitentiary government being understood and practiced, all the details of administration should work smoothly—without a jar. The Warden's power, as defined by the law and the "Rules," are so great and extensive that it were not easy to conceive how he could transgress by transcending them. It is done, nevertheless, and it is in view of preventing its recurrence that these observations are made.

Another prison wing is progressing slowly towards completion. It should have been occupied by this time. A useless waste of time, labor and money was caused by having the inside walls of the cells coated with fine plaster of Paris. This was done without reference to the Department and in opposition to the advice of the visiting Architect. The cells are lined with bricks, which, being white washed, present a bright appearance and a good finish. The plaster is easily broken and defaced; in fact mischievous and ill-disposed prisoners would take a pleasure in destroying the walls. The probability is, it will become necessary to remove the plaster in the course of a short time.

The chief cause of delay to the occupancy of this wing, was the error in not having the cells furnished with a similar bedstead to that in use, in Dorchester Penitentiary, which had been approved by the Department and which the Chief Officer was instructed to have made. This bedstead dispenses with the use of straw or any other material for a mattress. This is a great advantage, as it prevents the convicts concealing saws, files, &c., about their beds. It also forms a comfortable seat for the prisoner to use during the long hours of confinement to his cell. Its design could have been adapted to the dimensions of the cell. The unauthorized substitution of another description of bedstead has led to a great deal of trouble and complications, which might have been so easily avoided, had the instructions of the Department been followed.

It was not my intention to refer to the shooting of the convict Dérageon, which occurred after the date to which this Report extends, namely: on the 13th July at

Since the unfortunate occurrence has been mentioned by the Catholic Chaplain in his report, I take occasion to say, I entirely agree with the view which he expresses, respecting the terrible responsibility—which falls somewhere—of sending the soul of a man into eternity, without a moment's warning, for seizing the opportunity to escape, which the negligence or carelessness of the officer having him in charge, for the most part presents. In putting firearms into the hands of the police of a Penitentiary, the presumption is that they should be used in case of necessity. Nothing is said in the Penitentiary Act upon the subject, and what is laid down in the rules and regulations is rather indefinite. As the Chaplain remarks: "It would be necessary to define, by law, the powers and duties of a guard in a similar case." This is all the more necessary as escapes are likely to be again attempted, under like circumstances. In framing the law it might not be amiss, in addition to dismissal, to make provision for the adequate punishment of any officer firing upon a prisoner attempting to escape, provided it can be proved that such attempt was due to the neglect or want of vigilance on the part of the officer. The Catholic Chaplain is quite right when he says: "In seeking the origin of those escapes, it must be said that there has been, in almost every case, little or more negligence." With regard to the unfortunate man Dérageon, it is more than likely he would not have attempted to escape, and, consequently, would not have lost his life, had my instructions, of having a mounted patrol stationed near the quarry, approved by you and communicated to the Warden, more than two months before the unhappy occurrence, been followed.

The thoughts of ninety-nine out of every hundred convicts are constantly bent on escaping. As the officers, who are placed in charge of them know this, they are very culpable if through their negligence or carelessness convicts have the chance of running away, and they are still more culpable if they kill or maim the unfortunate being who takes advantage of their dereliction of duty. However jurists may regard the killing of a prisoner, under such circumstances, the interpreters of "the higher law,"—theologians—would define it to be a crime not far removed from murder.

The Catholic Chaplain credits to the present administration the doing away with certain distinctions made in the treatment of the convicts." The minutes of the Inspector, a copy of which is kept in each Penitentiary, will show that, more than once, and even as late as Mr. MacKay's temporary discharge of the Warden's duties, this exceptional treatment to convicts was strictly forbidden. I made a minute to the same effect, last April, respecting certain prisoners who were receiving exceptional treatment, at that time. It is quite possible for abuses to creep into a Penitentiary and to continue to exist without the knowledge of the Inspector. The intervals between his visits are counted by months. The inspection occupies a few weeks at most. Should disorders exist they are not likely to come under his eye; and, unless they be brought to his knowledge by the Warden, or by some other officer who may feel it his conscientious obligation to do

so, he may come and go in ignorance of what he ought to know and rectify. That certain convicts—not the most deserving either—were allowed special privileges, without due authority, I learned by merest accident. Having found out that the irregularity existed, I ordered its immediate discontinuance, as already stated.

Permit me to direct special attention to the Catholic Chaplain's Report.

The administration of the Warden, for the seven months covered by his report, has not been unproductive of good results. He has made mention of all he has done—and even a little more—for which credit can be claimed. His intentions are, undoubtedly good. If, to this good will he superadd discretion, sound judgment and prompt compliance with the instructions issued by your authority or given him by the Inspector in accordance with the Act and the Rules, there is room for hoping that Mr. Warden Laviolette may succeed in acquiring the knowledge, prudence and experience that will enable him to conduct the affairs of this Penitentiary in such a manner as will command your approval, promote the interests alike of the public and of the institution, and reflect credit upon those engaged in its management. Knowing by a long and far from pleasant experience the difficulties and disadvantages which have beset this Penitentiary, from the very outset, owing to incapable and negligent administration—I am most anxious that the new Warden will prove himself competent and successful. For this end, I have endeavored, in the most earnest manner and with the best intentions, to point out what he should do and what he should avoid doing, as occasion would offer during my visits. It is for the same purpose, that I have dwelt at greater length upon the affairs of a Penitentiary, which has given more trouble and annoyance to Ministers and Deputy Ministers of Justice, to Directors and Inspector, for the ten years of its existence, than all the other Penitentiaries together for the same space of time. I repeat, the Warden cannot fail, if he ask for and follow instructions.

DORCHESTER.

I have very much pleasure in reporting that the affairs of this Penitentiary have been administered very cleverly, satisfactorily, and economically during the past financial year, the Warden having promptly and faithfully followed the rules and the instructions which he received, from time to time, and consulted the Department, whenever necessary.

The conduct of the prisoners has been good; their industry has also given satisfaction.

Five attempts to escape were made, four of which proved abortive, the convict having been caught without a day passing over; the fifth was recaptured after having been at large a couple of months. In some instances, here, as at St. Vincent de Paul, escapes happened through negligence.

The officers, with very few exceptions, performed their duties creditably and with good will. It can be said of the staff here that every member of it identifies

himself with the institution, and feels interested in all that concerns it—its progress, character and *prestige*, more so than I have been able to discern in any of the other Penitentiaries. A proper and healthy *esprit de corps* prevails, which, as may be well supposed, strengthens the hands of the Warden, makes his duties light and easy comparatively, and contributes greatly to the successful management of the varied affairs of the Penitentiary. Like Mr. Creighton, Colonel Botsford treats his officers with much kindness and consideration. Both can be affable and condescending without making or permitting undue freedom. They can speak with a guard or keeper without making him the *confidant* of their opinions, intentions, etc., respecting their administration and its surroundings. In short, they know how to maintain their position and to command the respect due to their office. It does not do for the chief executive officer of a penal institution any more than for a captain of a company or the colonel of a regiment to be "hail fellow well met," to sit down and smoke his pipe and have his chat with those under his charge. To be friendly, yet dignified, secures confidence and respect; to be familiar or "free and easy" begets laxity and disesteem. The men do not expect such freedom on the part of a Warden. It spoils them and injures him. The ground which he loses in their estimation will take him a long time to recover. In fact, unless he be a man of great tact and self-asserting powers, once he has taken a false step of this kind, "his usefulness" may be regarded as gone.

The additional wing referred to in my last Report, as commenced, has been at a standstill, the work having been given up by the contractors. It is fortunate under the circumstances, that the increase in the number of convicts has not exceeded the existing accommodation. Should this occur at any time before the completion of the wing the surplus prisoners can be sent to Kingston Penitentiary.

For the same reason, the engine house, which is really a necessity, remains unfinished. The Department of the Public Works will, assuredly, take steps, at an early day to have this building put up and the engines placed in position, as the trouble of heating the Penitentiary with the present appliances taxes the Engineer's ingenuity to the utmost.

On the other hand, the workshops, bakery, laundry and hospital have been finished. A good sized and substantial barn and stables have also been constructed by the Warden inside the boundary stockade. A commodious root-house of stone, is in course of erection outside. Near the entrance gate, a suitable and comfortable dwelling has been built for the engineer, in order that he may be near the building in case of emergency. The root-house and Engineer's cottage have been erected most economically, by convict labor, the Warden having made arrangement, through the Inspector, with the Department of Public Works, to complete them for a comparatively small outlay which was not fully expended.

The officers' quarters, as I represented to the Department the time they were building, and since, are very defective, and almost untenable in the winter. An attempt has been made to provide each house with a small cellar; but the work has turned out a failure, as the cellars are worse than useless. They make the houses even colder than before, and whatever in the shape of vegetables is stored in them, becomes frozen. The blunder made by the local architect of the Public Works Department in rejecting the site selected by me for the houses is now too apparent. It is to be hoped that the Hon. the Minister of Public Works, with his usual consideration, will authorize the Chief Architect to remedy, as far as possible, the error committed by his agent. Heretofore he has complied with our just and reasonable requisitions in a fair and liberal spirit, and on that account the necessary improvements to those houses may be expected.

From the want of manure the farm is not so productive or profitable as it could be made were this supplied. By increasing the stock and the number of pigs kept, the portions of the land fit for cultivation can, by degrees, be manured. To make this practicable, as also to add to the revenue, the Warden asks that a certain quantity of marsh land, lying between the Penitentiary property and the Memramcook River be purchased. Judging from the opinion expressed by competent and practical men it appears that the acquisition of this marsh land would be of great benefit.

A considerable amount of work has been done in the direction of testing the existence of a quarry in the Penitentiary property. No good result has yet been reached. I am still sanguine there is abundance of good stone to be had if only the Warden could hit upon the right place to make the excavation.

A reservoir having a capacity of about 200,000 gallons will be required, at the source of the waterworks, to ensure an untailing supply, especially in case of fire. The tank now used at the fountain head, is entirely too small. It might answer the purpose were the flow of water always uniform, the pipes in constant good order, and no extra drain made upon the supply. But, since one or all of these conditions may fail at any moment, the reservoir is inevitably necessary. If built of brick or stone and lined with Roman cement, as all such cisterns are in Great Britain, it would last for a very long time. As a matter of course the Department of Public Works will provide the reservoir, in order to place the water works in thorough and permanent running order, before handing them over to the charge of the Justice Department. This is what has been done at St. Vincent de Paul, and what is now being done at Manitoba.

The work of repairing and putting together the machinery removed from St. John Penitentiary is going on slowly in consequence of the Engineer having to give his attention to other pressing requirements. When in working trim, it is proposed to commence the manufacture of butter tubs, which are in great demand.

in the Maritime Provinces. The lumber necessary for this purpose is growing on the Penitentiary land.

Both the Chaplains speak well of the orderly conduct and respectful attention of the prisoners during divine service, and of the efficient manner in which the school is conducted. The Catholic Chaplain lauds the good management of the prison.

The Surgeon mentions that "the general health of the convicts has been very good." During the year there has been no epidemic or contagious disease. One death occurred, and one insane convict was sent to Kingston Penitentiary. The hospital is now in a condition to receive patients.

The Matron states that the conduct of the female prisoners "has been very satisfactory." They have been employed at prison house work, making their own clothing and mending for male prisoners. The number has increased from 2 to 5 since my last Report. This would warrant the Department to continue the female convicts here, as the work they perform is very necessary, and its assessed value makes a favorable offset to the expense of their maintenance. Neither the revenue nor the administration of the Penitentiary is in any worse condition now, as regards the female convicts being at Dorchester, than when they were at Halifax and St. John. Then, two Matrons and two Deputy Matrons were employed to look after, during most of the time, from 1872 till 1880, a comparatively smaller number of convicts, than are at the present time taken care of by a Matron and her deputy. When the expense of transfer and the value of the female prisoners' work to Dorchester Penitentiary are taken into account, the gain or advantage of taking them to Kingston would not amount to much. Later on, it may be advisable to adopt this course; but, just now, there does not appear to be any necessity for a change in existing arrangements.

MANITOBA.

The inspection of this penitentiary was made by me last June. I could not see any flaw in the administration of the Warden, so far as it came under my jurisdiction. As regards the financial aspect of the management, the expenditure here contrasts unfavorably with the other penitentiaries. For this, the Warden accounts by the higher prices he is obliged to pay for supplies, and to the unfavorable situation of the Institution. This latter objection has not so much weight since the railway has been opened; but the former cannot be set aside, especially with regard to fuel, which forms an expensive item. Then, there is no means, as yet, of creating revenue to reduce the expenditure. The fact, too, that almost everything constituting the furnishing and equipment of a new penitentiary had to be provided year by year here, which elsewhere, could be either supplied by the penitentiary itself, or be purchased on more favorable terms, has added to the outlay.

The Warden should address himself earnestly to the reduction of his expenditure. If his success as an economist, come near what he has achieved as a disciplinarian, he will have done well. A great deal can be accomplished by retrenching and curtailing in every possible way, and by not spending a dollar that can be saved without doing an injury or injustice to any right or interest. Due allowance should and must be made for the disadvantage at which the Warden is placed, in many ways; yet, this being done by making the necessary effort, he should be able to show a more favorable balance sheet.

The discipline has been maintained at a high standard. In this respect, the reputation of Manitoba Penitentiary stands unrivaled in the Dominion, or out of it, so far as I have seen. As a consequence, it were superfluous to state that the conduct and industry of the convicts have been entirely satisfactory.

A great deal of work that was required and is very valuable, has been done by the prisoners. They have been employed in building the houses for the officers, in quarrying stone for, and building the fine outbuildings in the farm yard, in tilling the farm and doing the necessary work of the prison.

An exchange of land, owned by the Warden, for some which belonged to the Penitentiary has been made. As that which has been acquired is well fitted for agricultural purposes, the institution will derive some advantage.

In the report of last year the very defective state of the sewerage was noticed. I found, in the course of the inspection mentioned, that nothing had been done to remedy, effectually, the evil of which complaint has so often been made. The Surgeon and several other physicians have pronounced the drainage to be most imperfect, and attributed the unhealthiness of the prison building and the frequent visitation of typhoid to this cause. From the first, I have continued to report that "the drainage from the beginning, was badly and imperfectly provided for by the contractor. This assertion was borne out during my last visit. The floors in parts of the basement were removed, when several inches deep of fecal and liquid deposit were found all over the surface uncovered. This was caused by no outlet having been provided through the wall of the building, to the main sewer outside! The healthful situation of the Penitentiary and the invigorating air of the prairie contributed very much to prevent more disastrous effects of typhoid than have been experienced. The condition of the drainage was again made known to the Department of Public Works, and I believe, steps have been taken to remove a nuisance which has been productive of much unpleasantness, sickness and even death, for the last six years.

In connection with the procuring of *matériel* required for the buildings going on, such as lumber, hardware, etc., there has been considerable complication between the Warden and the Department of Public Works. Accounts for such materials have been rendered to and payment refused by that Department, on the ground that no authority had been given to make such purchases. The Warden, when called upon

for explanation, has represented the absolute necessity of procuring the articles in question, and alleges, as a rule, that such purchases were made with the express sanction of the Resident Architect of the Public Works' Department. That expenditures have been improperly made—because unauthorized—is true; but the question is, who is at fault? Neither party is willing to take the responsibility. This disagreeable irregularity could, most likely, be entirely obviated were the suggestion which I made to the Warden and Public Works' officer followed, viz:—To agree among themselves upon the list of requirements for six or twelve months, and the approximate cost; this done, the Resident Architect to forward the same, certified by himself, to the Public Works' Department, asking authority to purchase. If this or some such plan were adopted, there would be no trouble with accounts and the Warden would be relieved from all responsibility either as to purchase or payments. It is due to the Public Works' Department to say that, on the very many occasions when I made application, there, for something or other for this or any other Penitentiary, for the past four years, I found no difficulty in obtaining what I wanted, provided there was money on hand for the purpose. Now, it is the duty of the Warden and the representative of the Public Works' Department at any Penitentiary when building or any other operation under control of the Public Works is in progress to ask, in good time, that provision be made in the Estimates for whatever will be asked from the Public Works' Department. If this be not done, it is the result of neglect and the Minister will not sanction any expenditure unprovided for, and any employé of the Government who, without authority, runs an account, on the credit of any Department, is either liable for the payment of the account himself, or incurs the penalty of dismissal, unless the expenditure were occasioned by some unforeseen and very great emergency. This being the case, it were well and prudent not to incur any unauthorized liability in future.

The water supply is running short and it will be necessary to devise some plan for supplementing the well already in use. The matter has been brought before the Minister of Public Works, who gave instructions to do what is necessary to meet the exigency.

As the cell accommodation is nearly exhausted with still further prospect of increase in the number of convicts, it will be necessary to build another wing, next year. The Minister of Public Works has been requested to have the amount required for this purpose included in the estimates of his Department.

Though a high wall or stockade fence be greatly needed—enclosing twelve or fourteen acres—yet I fear it cannot be built until the wing, now needed, be finished, meantime, a strong wooden fence, about fourteen feet high, taking in the prison portion of the building and a couple of acres, would be some safeguard against escapes.

I would very strongly recommend that some arrangement be made with the local Government for the removal of the lunatics—not criminals—now confined in

this Penitentiary. Although they are well cared for and kindly treated the place is not suitable for those afflicted with this malady. Apart from this, the room they occupy is wanted for penitentiary purposes.

The Catholic Chaplain reports that the conduct of the convicts, under his spiritual care, has been very good and has given him great satisfaction. He speaks in highest terms of the Warden and his administration.

The Protestant Chaplain bears testimony that, he has not heard a word of complaint from any prisoner against the Warden, guards, or the treatment they have received within the Penitentiary.

The offences committed and the punishments inflicted were few and light.

BRITISH COLUMBIA.

Beyond the meagre details of the Warden's report, and a few brief memoranda received from him, at long intervals, in the course of the year. I know nothing official of this Penitentiary, consequently I have not much to say about it.

The Warden reports the conduct of the staff "all that could be desired." He assigns "low wages," as the cause of the many changes which have taken place among his officers; states that "no white man" could be got, a few years ago, to work for \$50 a month, and that living is nearly as expensive as it was 20 years ago. Hence, he goes on to say, the officers are always on the look out for more lucrative employment, and that the railway works in the vicinity will afford openings to the members of the staff.

The workshops have been built, but they have not been furnished. An item for this purpose should be placed in his Estimates by the Warden.

The Chapels are not yet heated, indeed the whole building could not be warmed provided in this respect. I recommended in my last report that it should be heated by steam or some other artificial means. This can be done much cheaper than in Manitoba, because of the low price of fuel.

The Warden speaks of his intention of enclosing 32 acres of land and putting it under cultivation. This will give useful and healthy employment to the convicts and be a source of profit.

The conduct and industry of the convicts are reported to have been good and no offence of any magnitude committed.

The Protestant Chaplain had nothing special to report.

The Catholic Chaplain refers to "a most treacherous plot to effect escape; but most providentially their scheme had been discovered in time to save, most probably the lives of several of the officers." He adds, "I feel bound to state that a visit from the Inspector is necessary and would, in my opinion, produce very beneficial results."

The Surgeon reports the health better than in past years.

He urges the necessity of a separate hospital.

Application has been made to the Department of Public Works for another wing, owing to the crowded state of the present one; also for cottages for the officers; for a detached building for a hospital; and for the proper heating of the whole building, especially the chapels.

With reference to the new wing, that is now so necessary, I would ask leave to recommend that a careful and competent examination of the site of the present building be made, in order to ascertain whether it would not be, eventually, cheaper and more advantageous, every way, to utilize the existing structure—so faulty and different from the plan approved by this Department—for some other purpose in connection with the Penitentiary, and place the prison buildings on the magnificent plateau, higher up, which was the proper situation for them from the beginning, as a fool might see. It may be worth while to look into this matter before building any more on the *side* of the hill.

My acknowledgments are due to you, Sir Alexander, for the ready attention which you have invariably given to the affairs of the Penitentiaries. The former and present Deputy Minister have my best thanks for their invaluable aid and advice, and their unvarying urbanity and affability in our official and personal intercourse.

I have the honor to remain, Sir,

Your obedient servant,

J. G. MOYLAN,

Inspector of Penitentiaries for Canada.

DEPARTMENT OF JUSTICE,

PENITENTIARIES' BRANCH,

OTTAWA, January 31st, 1893.

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KINGSTON PENITENTIARY.

REPORT OF THE WARDEN FOR THE FISCAL YEAR ENDING
30TH JUNE, 1882.

KINGSTON PENITENTIARY, July, 1882.

SIR,—I have the honor to submit my twelfth Annual Report with the usual Returns of Kingston Penitentiary, for the fiscal year ending 30th June, 1882.

The various industries of the prison have been successfully carried on, and, if full wages were paid for convict labor, I have no doubt there would be a profit to the prison after full cost of support and management.

The principal work we have received from outside the prison has been from two Departments of the Dominion Government, and as no complaints have been made, I presume we have given satisfaction.

Next year I purpose employing a larger number of convicts on labor which will much improve the prison property, but I will still be thankful for all Dominion work which may be offered us.

The industry carried on by Mr. L. B. Spencer, under contract, in the manufactory of door locks, etc., employs about one hundred and ten convicts, for whose labor Mr. Spencer pays forty cents per day.

Convict labor outside the walls has been chiefly employed in quarrying stone, improving the farm, filling in and completing the docks, making roadways, drains, etc. And inside the construction of a new boiler house, with coal bins, and office for Clerk of works, and a store room for stock transferred to him for present use are nearly finished: Three new steam boilers are almost completed. These will operate the grist mill, large Worthington pump, carpenters' shop engine and supply steam for the dry room.

The Lunatic Asylum Building and Hospital are now heated very satisfactorily with hot water; and preparations are being made to heat the prison dormitories with steam. This will be a great improvement on the stove system of heating, and I have no doubt that it will be advantageous in a pecuniary point of view.

The lighting of the prison with gas from crude petroleum or its manufacture, would be another step in the right direction, especially on the score of economy. I hope to see this mode of lighting carried out ere long.

The value of the new farm containing 100 acres, acquired for the Penitentiary when the Hon. Mr. Blake was Minister of Justice, is of very great service to the institution. It gives suitable and healthful employment to a gang of fifteen convicts, and saves annually for vegetables, forage, etc., an expenditure of at least \$5,000 as shown by the Estimates. This amount of course is not all profit, but this amount would be expended if we did not employ convict labour to raise the products.

Over the new boiler house there is a large square room, very suitable for machinery adapted to making woollen cloth. An outlay of \$3,000 or \$4,000 would purchase sufficient machinery to manufacture all cloths and flannels for uniform clothing, as well as blankets, rugs and woollen yarn for all Penitentiaries in the Dominion.

It appears to be distasteful to a large portion of the public that any industry should be carried on here, which will in any way compete with free labour outside. I think on the other hand that convicts should be kept constantly employed, and on such labor as may be found most profitable, because all they could accomplish in any branch of industry would only be a small fraction of the quantity required, and would not be injuriously felt by any one. However, under any circumstances no one can fairly complain of prison labor being employed in making material for the clothing the convict wears and bedding to cover him.

Comparisons are frequently made by persons unacquainted with facts, as to the success or failure of this prison or that, in a pecuniary point of view. To make fair comparisons all things should be equal. And if the Department which controls my official action will give me full control of this Penitentiary, to manage it as I think best as a commercial enterprise, I have full faith in my ability to make it pay its way leaving some margin for profit; and until I am placed in this position, I do not hold myself responsible for its partial failure in that respect.

It is pleasant to note that our prison population is diminishing. This is easily accounted for by the fact that the demand for labor is great and wages good throughout the Dominion. A large proportion of the criminal classes are defective in intellect, and incompetent to make any great effort to obtain an honest living. But when employment and good wages are offered them, they are just as ready to work as to steal.

During the year the conduct and industry of the convicts has been very good. Convicts in this respect are made very much what they are by the officers placed over them. If the officer is competent and faithful, and zealous in the proper discharge of his duty, the convict will fall into the same groove. But if he finds the officer a mere eye-servant, as, I regret to say, is too often the case, the convict will follow his bad example. It is a very difficult task to find suitable officers to place over convicts.

The health of the convicts continues to be very good. Even those in the Lunatic Asylum wards, who are never outside the building, enjoy good health, the result, I doubt, of cheerful quarters, abundance of fresh air, cleanliness, and good food.

There remained in the Kingston Penitentiary, on the 30th June, 1881, 681 males and 24 female convicts.

Received since, from common gaols, 105 males and 8 females; from other Penitentiaries, 8 males. Total received during the year, 113 males and 8 females. There added to the number in the Penitentiary on 30th June, made the total 794 males and 32 females. Total 826.

Discharged during the year by expiration of sentence, 175 males and 8 females; by pardon, 29 males; by death, 11 males; by escape, 1; removed to St. Vincent and Paul Penitentiary, 1, making a total of 217 males and 8 females disposed of as above. There remained, therefore, on 30th June, 1882, 577 men and 24 women. Total, 601, being 104 convicts less than at the beginning of the year.

The Return numbered 12 shows the cash value for labor, exclusive of material, on work done in the various departments during the year just closed. The estimates are low for the labor performed. Much of it is worth twice the amount credited.

The daily average number of convicts in Kingston Penitentiary for the year was 642, and the cost per capita was as follows:—

Staff, \$62.81½; rations, \$45.47; clothing, \$9.94½, discharge clothing and cost for travelling allowance, \$10.58¾; heating, \$9.30¼; light, \$3.50; bedding, \$2.61; sundries, \$2.61½; material for buildings, \$10.19½. Total for each convict for the fiscal year, \$156.13. This is an increase of \$1.92 over the previous year, caused by the diminished number of prisoners requiring nearly as large a staff and rations being somewhat higher. The cash revenue paid to the Finance Department was \$19,628.78, equal to \$30.57½ for each convict, which reduces the real cost per capita in money actually expended to \$125.55½.

For the balance of expenditure we have good value in the amount of so-called unproductive labor.

I enclose the usual Annual Reports and Returns, and remain

Your most obedient servant,

JOHN CREIGHTON,

Warden.

J. G. MOYLAN, Esq.,

Inspector of Penitentiaries.

No. 1.
REVENUE of the Kingston Penitentiary for Fiscal Year ending 30th June, 1882.

Dr.	1881.	To Draft, No. 361, remitted Hon. Finance Minister	\$	cts.	1882.	June 30.....	\$	cts.	Cr.
	Aug. 9....	do	548	do	do	do	828	68	By Prison labor.....
	Sept. 20....	do	701	do	do	do	905	73	Stone and lime.....
	Oct. 27....	do	804	do	do	do	1,076	15	Blacksmiths' department.....
	Nov. 25....	do	903	do	do	do	1,083	41	Carpenters' do.....
	Dec. 24....	do		do	do	do	607	11	Tailors' do.....
									Matron's do.....
	1882.								Farm.....
	Jan. 26....	do	1,032	do	do	do	1,036	05	Light, coal oil, barrels.....
	Feb. 22....	do	1,121	do	do	do	1,182	27	Gate money.....
	Mar. 25....	do	1,242	do	do	do	2,220	15	
	April 26....	do	1,354	do	do	do	1,223	69	
	May 23....	do	76	do	do	do	1,074	64	
	June 24....	do	156	do	do	do	1,294	89	
	July 25....	do	266	do	do	do	7,086	01	
							19,628	78	
									19,628 78

No. 2.

EXPENDITURE of the Kingston Penitentiary, for the Fiscal Year, 1881-82.

Dr.	Date.	To Staff—	Amount.	Total.	Date.	Amount.	Cr.
			\$ cts.	\$ cts.		\$ cts.	
1882.					1881.		
June 30...		Salaries.....	40,325 34		July 19...		
do 30...		Gratuities on retirement.....	1,435 41		do 19...	By Official cheque for contingencies.....	600 00
do 30...		Uniforms.....	866 44	42,627 19	do	do gratuity to James Lind-	
					do	say.....	475 00
		Maintenance—			do	Pay list this month.....	3,446 84
do 30...		Rations.....	29,191 11		August 15...	Credit to pay July accounts.....	3,630 87
do 30...		Clothing.....	6,384 21		do 31...	Pay list this month.....	3,451 84
do 30...		Travelling, allowance and gratuity...	2,771 00		Sept. 17...	Credit to pay August accounts.....	5,157 38
do 30...		Discharge clothing.....	4,026 45		do 30...	Pay list this month.....	3,379 59
do 30...		Bedding.....	1,094 67		October 24...	Credit to pay September accounts.....	5,160 12
do 30...		Chapels.....	95 34		do 27...	Official cheque, gratuity to Widow R. M.	
do 30...		Libraries.....	287 79		do	Stewart.....	116 66
do 30...		Schools.....	95 49		do 31...	Pay list this month.....	3,378 13
do 30...		Escapes.....	98 00		Nov. 26...	Credit to pay October accounts.....	6,281 73
do 30...		Hospital and asylum.....	988 82		do 30...	Pay list this month.....	3,374 17
do 30...		Contingencies.....	873 10	45,905 98	Dec. 19...	Credit to pay November accounts.....	7,862 36
					do 31...	Pay list this month.....	3,393 54
		Working Expenses—			1882.		
do 30...		Heating.....	5,972 09		Jan. 27...	Credit to pay December accounts.....	5,093 43
do 30...		Light.....	2,246 35		do 31...	Pay list this month.....	3,325 01
do 30...		Repairs to buildings.....	6,545 24		Feb. 18...	Credit to pay January accounts.....	4,175 34
do 30...		Maintenance of machinery.....	1,051 01		do 28...	Pay list this month.....	3,330 01
do 30...		Armoury.....	48 60		March 23...	Credit to pay February accounts.....	4,818 75
do 30...		Kitchen.....	79 50		do 31...	Pay list this month.....	3,325 01
do 30...		Stationery.....	33 68		April 18...	Credit to pay March accounts.....	5,106 97
do 30...		Sundries.....	1,676 77		do 26...	Official cheque, gratuity to W. Crawford..	8,843 75
					do 30...	Pay list this month.....	3,306 25
do 30...		Capital Account.....		17,653 24	May 15...	Credit to pay April accounts.....	3,327 25
do 30...		Industries.....		2,098 12	do 31...	Official cheque, special appropriation to pay	
do 30...		Estate of S. T. Drennan, award by arbitra-		2,957 05		Estate of S. T. Drennan.....	10,648 00
do 30...		tion.....				Official cheque, special appropriation to pay	
do 30...		Chief Keeper McCarthy, Acting Deputy		10,648 00		Chief Keeper McCarthy.....	500 00
						Pay list this month.....	3,308 54

July 18	Bank draft, No. 225, remitted the Hon. Secy Account.	104 08	July 21...	Credit to pay June accounts.	July 21
		122,494 26			13,835 41
					122,494 26

No. 3.

DEBTS owing the Kingston Penitentiary on the 30th June, 1883.

Good debts.....	\$1,697 98
Bad, old and doubtful.....	67 49
	<u>\$1,775 49</u>

No. 4.

CLAIMS against the Penitentiary.

As on the 30th June, 1882.....	\$13,835 41
Amount subsequently paid.....	<u>13,855 41</u>

No. 5.

NOMINAL LIST of Officers Employed in the Kingston Penitentiary as on the June, 1882, giving Rate of Pay, Age and Date of Appointment.

Name.	Rank.	Salary.	Age	Date of Appointment.	Remarks.
		\$ cts.			
John Creighton.....	Warden.....	2,600 00	65	1871, Jan. 1.	
William Sullivan.....	Deputy Warden.....	1,400 00	46	1881, Sep. 1.	
Michael Lavell.....	Surgeon.....	1,800 00	57	1872, Oct. 1.	
S. H. Scobell.....	Accountant.....	1,000 00	58	1879, Dec. 1.	
Rev. C. E. Cartwright.....	Protestant Chaplain....	1,200 00	45	1875, Oct. 25.	
Rev. P. A. Twohey.....	R. C. Chaplain.....	1,200 00	33	1875, Dec. 18.	
Robert R. Creighton.....	Clerk.....	700 00	21	1882, Feb. 17.	
P. O'Donnell.....	Storekeeper.....	900 00	46	1857, June 19.	
James B. Mathewson.....	Schoolmaster.....	600 00	46	1859, Sep. 1.	
James Weir.....	Stewart.....	650 00	33	1881, Sep. 1.	
Mary Leahy.....	Matron.....	500 00	44	1861, Jan. 15.	
Mary Bostridge.....	Deputy Warden.....	300 00	56	1870, Feb. 1.	
James Adams.....	Chief Trade Instructor	1,000 00	49	1869, March 1.	
William Gemmill.....	Trade Instructor.....	1,000 00	66	1870, Jan. 19.	
James Halliday.....	Hospital Keeper.....	700 00	55	1867, Jan. 19.	
Michael Leahy.....	2nd Class Instructor...	650 00	51	1859, Nov. 1.	
John Burgess.....	Keeper.....	500 00	56	1862, June 2.	
Robert Hewton.....	do.....	500 00	40	1882, June 1.	
James B. Mathewson.....	do.....	500 00	45	1859, Sep. 6.	
Alexander Elsmere.....	do.....	500 00	53	1857, Sep. 1.	
Thomas Davidson.....	do.....	500 00	49	1857, Nov.	
James Evans.....	do.....	500 00	46	1881, Nov. 1.	
Thomas Carter.....	do.....	500 00	55	1854, July 26.	
William Coward.....	Baker.....	560 00	27	1878, June 1.	
John Swift.....	Messenger.....	500 00	68	1835, June 1.	
William McConnell.....	Farmer and Gardner....	560 00	45	1863, April 16.	
William Crawford.....	Guard.....	450 00	66	1853, July.	
Allan McDonald.....	do.....	450 00	55	1856, A9ril 24.	
Charles McManus.....	do.....	450 00	59	1853, July.	
Richard Holland.....	do.....	450 00	51	1858, May.	
Bernard McGeen.....	do.....	450 50	45	1859, March.	
John Kennedy.....	do.....	450 00	29	1881, June 1.	
Edward Mooney.....	do.....	440 00	39	1864, Sep. 27.	
Nicholas Hugo.....	do.....	450 00	59	1865, March.	
George Holland.....	do.....	450 00	62	1868, A9ril.	
Michael Brennan.....	do.....	450 00	39	1866, Oct. 3.	
Robert Priestly.....	do.....	450 00	58	1855, June 4.	

D. 5.—NOMINAL List of Officers Employed in the Kingston Penitentiary, &c.—*Con.*

Name.	Rank.	Salary.	Age	Date of Appointment.	Remarks.
		\$ cts.			
James Bryson.....	Guard.....	450 00	42	1866, June.	
Jeremiah C' Driscoll.....	do	450 00	51	1866, Oct. 10.	
Thomas Payne.....	do	450 00	59	1866, Dec. 13.	
Samuel Fitzgibbon.....	do	450 00	54	1868, Jan. 1.	
Thomas Smith.....	do	450 00	46	1060, March 19.	
John Regan.....	do	450 00	53	1850, Oct. 18.	
Charles McNeill.....	do	450 00	62	1859, Aug. 18.	
James Doyle.....	do	450 00	43	1868, Aug. 18.	
John Scally.....	do	450 00	45	1870, March 1.	
Thomas Moore.....	do	450 00	38	1870, May 9.	
Jeremiah Dillon.....	do	450 00	45	1871, Jan. 1.	
Edward Burke, sen.....	do	450 00	64	1868, June 20.	
John Mills.....	do	450 00	31	1875, Oct. 17.	
Bert McAuley.....	do	450 00	40	1868, Jan. 31.	
George McAuley.....	do	450 00	43	1876, Oct. 2.	
Lawrence Walsh.....	do	450 00	38	1876, Dec. 17.	
William Hurst.....	do	450 00	43	1877, March.	
James McConville.....	do	450 00	36	1877, Aug.	
Alexander Atkins.....	do	450 00	25	1878, June.	
William J. Adams.....	do	450 00	33	1878, July.	
Andrew Jamieson.....	do	450 00	32	1879, Aug. 2.	
Bert Weir.....	do	450 00	35	1879, Oct. 13.	
John Donnelley.....	do	450 00	28	1879, Nov. 7.	
Bert Appleton.....	do	450 00	29	1880, July 1.	
James G. Baldock.....	do	450 00	32	1880, Aug. 1.	
William Patterson.....	do	450 00	33	1881, Dec. 1.	
Charles Bostridge.....	do	450 00	34	1882, April 10.	
Bert Cockburn.....	do	450 00	23	1882, June 27.	
Harry Woodhouse.....	Teamster	350 00	46	1872, Sep. 1.	
William C. Bell.....	do	350 00	39	1877, April.	
Michael Kennedy.....	do	350 00	26	1872, April 1.	
John Burk, jr.....	do	350 00	22	1881, June 1.	

No. 6.

FARM ACCOUNT, Kingston Penitentiary, for the Year ended 30th June, 1882.

DR.

CR

	\$ cts.		\$
To Seeds and manure	452 09	By 2,247 $\frac{3}{4}$ bush. oats, at 40c.	899 75
Labor of two Teamsters and two span of horses	1,032 90	252 do peas, at 85c.	214 00
Pigs feed from dining hall	150 00	68 do beans, at \$1.50	102 00
Salary of Farm Gardner	560 00	1 acre vetches	10 00
do two Guards for one year...	900 00	49 $\frac{1}{2}$ tons hay, at \$12	594 00
Labor of 14 Convicts for 4,382 days, at 40c. per day	1,752 80	65 $\frac{1}{2}$ do oat straw, at \$6	393 00
4 $\frac{5}{8}$ tons of shorts.....	97 78	3 do pea do at 4	12 00
100 lbs. Paris Green.....	22 00	232 bush. parsnips, at 60c.	139 20
6 brls. land plaster.....	7 20	800 do carrots, at 40c.....	320 00
2 bush. vet hes	3 00	400 do beets, at 50c.....	200 00
Tools and sundries	15 40	150 do tomatoes, at 70c.....	105 00
		10,000 heads cabbage, at 8c.....	800 00
		2,000 do celery, at 5c.....	100 00
	4,993 17	334 doz. sweet corn, at 15c.	50 00
Balance	1,703 75	6,700 heads lettuce, at 1c.	67 00
		100 bunches summer savory	50 00
		Sage	50 00
		Parsley.....	50 00
		250 bush. onions, at \$1.....	250 00
		1,243 do potatoes, at 50c.....	621 50
		10 do plums, at 60c.....	60 00
		60 quarts black currants, at 10c.....	60 00
		30 do red do at 7c.....	21 00
		3 brls. apples, at \$2	6 00
		19,370 lbs. pork, at \$9.25 per cwt.	1,791 25
	6,696 92		6,696 92

No. 7.

DISTRIBUTION of Convicts at the Kingston Penitentiary on 30th June, 1882.

How Employed.	No. of Men.	How Employed.	No. of Men.
Carpenters' shop.....	42	Hospital patients.....	9
Blacksmiths' shop.....	40	Orderlies.....	32
Mason gang.....	13	Lunatics.....	6
Quarry do	27	Solitary confinement.....	2
Labor do	6	Mess room.....	2
Railroad gang.....	2	North gate.....	0
Stone pile, stable, bucket ground, &c.....	31	Tailor and shoeshop	2
Stonecutters' shop.....	27	Wash house.....	1
Bakery.....	7	Wings	1
Dining hall, kitchen, &c.....	19	Received on 30th June.....	2
Drying room	24	Female department.....	2
Foundry, lock shop, &c.....	119		
Farm and gardeners.....	30	Total	100

No. 8.

RETURN of Convicts who have been Pardoned out of the Kingston Penitentiary during the Year ending 30th June, 1882, giving Crime and Place where Convicted.

No.	Name.	Crime.	Place.
1	George Allen.....	Throwing corrosive fluid with intent	York.
2	C. Durand.....	Larceny.....	do
3	Wm. Godfrey.....	P.O. robbery.....	Frontenac.
4	John Hancock.....	Burglary and larceny.....	Montreal.
5	Wm. Buelher.....	Forgery.....	Waterloo.
6	Jacob Shaffer.....	Horse stealing.....	Welland.
7	Labon Amer.....	Murder.....	Algoma.
8	Jen B. Pilon.....	Sodomy.....	Richelieu.
9	John Morgan.....	Larceny and aiding to rob.....	Essex.
10	T. W. Rimmer.....	Forgery.....	York.
11	Wm. Robertson.....	Rape.....	Cape Breton.
12	Archibald Campbell.....	P.O. robbery.....	Stormont, Dundas & Grenville.
13	Charles Douglas.....	Robbery.....	Perth.
14	Harry Clifford.....	Horse stealing.....	Bedford.
15	Eugène Matthé.....	Burglary and larceny.....	Carleton.
16	Napoléon Dery.....	Larceny.....	do
17	Thomas Jones.....	Burglary.....	Wentworth.
18	Samuel Pillow.....	Larceny.....	York.
19	Patrick Kelly.....	Receiving.....	Quebec.
20	Samuel Clark.....	Rape.....	Hants.
21	Duncan McDonald.....	Breaking and stealing.....	Richmond.
22	Daniel Carter.....	do do.....	do
23	Francis H. White.....	Stealing P.O. letter.....	St. Francis.
24	Joseph Rook.....	Burglary.....	York.
25	Michael Whalen.....	do.....	Wentworth.
26	Robert Walker.....	Manslaughter.....	Brant.
27	Wm. Russell.....	Burglary.....	Wentworth.
28	Duncan McDonald.....	Murder.....	Huron.
29	James Knox.....	Horse stealing.....	Forfolk.

No. 9.

REPORT of Convicts who have Died in the Kingston Penitentiary during the Year ending 30th June, 1882, with Crime and Place of Conviction.

No.	Name.	Crime.	Place.
1	George Needle.....	Larceny.....	York.
2	William Horton.....	Murder.....	Lambton.
3	Charles Fitzpatrick.....	Burglary and larceny.....	Oxford.
4	Richard Morgan.....	Forgery.....	Bruce.
5	William Hawkins.....	Larceny.....	Lincoln.
6	Napoléon Lapointe.....	do.....	Montreal.
7	William Rhans.....	Malicious injury to property.....	Stormont, Leeds and Grenville.
8	George Adis.....	Robbery.....	St. John.
9	John Long.....	Murder.....	Middlesex.
0	Joseph Durand.....	Horse stealing.....	Montmagny.
1	John Shagoness.....	Murder.....	Renfrew.

No. 10.

RETURN of Convicts who have been Re-committed to Kingston Penitentiary during the Year ending 30th June, 1882.

Number.	Name.	1st re-commitment.	2nd re-commitment.	3rd re-commitment.	4th re-commitment.	5th re-commitment.	6th re-commitment.
1	Charles Thompson.....	1					
2	Michael Cunningham		1				
3	George Bain	1					
4	James Biggins		1				
5	John Doran.....	1					
6	Thomas Haslep		1				
7	Thomas Kenney.....	1					
8	Isaac B. Markle.....	1					
9	James Green	1					
10	George Fitzsimmons.....	1					
11	Humphry Guest.....						
12	Adam Walker.....					1	
13	John Criderman.....	1					
14	Thomas J. Greeves.....		1				
15	Patrick Lavell.....	1					

No. 11.

RETURN of Remission of Sentence earned by Convicts discharged from the Kingston Penitentiary, for the Year ending 30th June, 1882.

No.	Days.	No.	Days.	No.	Days.	No.	Days.
1	27	1	90	3	129	1	194
1	31	2	92	9	130	1	203
1	35	2	94	2	131	1	210
1	36	1	96	3	132	1	211
1	44	1	99	4	133	1	212
1	45	1	100	1	135	1	218
1	47	1	101	1	136	1	226
1	54	1	107	1	138	1	228
1	55	1	108	1	139	1	230
1	56	1	109	5	144	2	232
1	63	1	102	1	146	3	233
1	68	3	110	1	148	1	234
2	70	4	112	1	150	4	235
1	72	1	116	1	152	3	236
1	73	1	117	1	158	1	238
4	76	2	118	2	161	1	239
2	77	2	120	1	163	1	244
10	78	1	121	1	164	1	275
4	79	1	122	1	168	1	283
4	80	1	123	1	178	1	332
1	81	1	124	2	179	3	338
1	83	3	125	1	182	1	353
2	86	3	126	2	183	1	365
2	87	2	127	1	184	1	783
2	89	4	128	1	193	1	820
							183

No. 12.

RETURN of Value of Labor, exclusive of Material, on Work done in the Kingston Penitentiary, for the Year ending 30th June, 1882.

Various Departments.	Amount.	Various Departments.	Amount.
	\$ cts.		\$ cts.
Carpenter, tinsmith and painting.....	6,475 50	Shoe shop.....	3,729 50
Iron and stone-cutting.....	20,116 45	Female prison.....	3,211 50
Blacksmithing.....	7,089 00	Bakery.....	1,643 25
Clock department.....	12,499 12	Farm, stables, Teamsters, &c.....	7,020 00
Tailor shop.....	6,964 90	Cooks, Cleaners, Orderlies, &c.....	6,260 00
			55,009 22

No. 13.

STATEMENT of Movement of Convicts at Kingston Penitentiary from midnight of the 30th June, 1881, until midnight of the 30th June, 1882.

Description.	Male.	Female.	Total.	Male.	Female.	Total.
Remaining on 30th June, 1881.....				681	24	705
Received since:—						
From Common Jails.....	105	8	113			
Other Penitentiaries.....	8		8	113	8	121
				794	32	826
Discharged since:—						
By Expiration of Sentence.....	175	8	183			
Pardon.....	29		29			
Death.....	11		11			
Escape.....	1		1			
Removed to other Penitentiaries.....	1		1	217	8	225
				577	24	601
Remaining on 30th June, 1882.....						

No. 14.

COMPARATIVE STATEMENT of Movement of Convicts in Kingston Penitentiary for 10½ years preceding 30th June, 1882.

YEARS.	ADMISSIONS.										DISCHARGES.										Remaining at end of year.		Yearly Average.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
	Common Jails.					Lunatic Asy- lums.					Reformatory.					Other Peniten- tiaries.								Returned by Order of Court.					Pardon.					Lunatic Asy- lums.					Suicide.					Deaths.					Escape.					Removed by Order of Court.					Other Peniten- tiaries.					TOTAL.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
	M	F	M	F	T	M	F	M	F	T	M	F	M	F	T	M	F	M	F	T	M	F		M	F	T	M	F	M	F	T	M	F	M	F	T	M	F	M	F	T	M	F	M	F	T	M	F	M	F	T	M	F	M	F	T																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
1872.....	147	8	7</

No. 15.

CRIMINAL Statistics, Kingston Penitentiary, for the Year ending 30th June, 1882.

Description.		Males.	Females.	Total.	Description.		Total.
Race	White	100	7	107	Crimes	Larceny	35
	Colored	8		8		Burglary and larceny...	4
		108	7	115		Accomplice to do ...	3
Marital	Single	72	1	73		Assault and do ...	1
	Married	36	5	41		Horse stealing & do ...	1
	Widowed		1	1		Burglary	8
		108	7	115		Horse stealing	7
Age	Under 20 years	24	1	25		Cattle stealing	1
	From 20 to 30 years ...	38	2	40		Sheep stealing	2
	do 30 to 40 do	25	3	28		Stealing from P. O.	3
	do 40 to 50 do	12	1	13		Receiving	5
	do 50 to 60 do	4		4		Shop breaking	2
	Over 60 years	5		5		Highway robbery	1
		108	7	115		Fraud	1
Education ...	Cannot read	18	2	20		Forgery	2
	Read only	5		5		Arson	4
	Read and write	85	5	90		Felony	2
		108	7	115		Murder	2
Moral habits	Abstinent	24	1	25		Manslaughter	4
	Temperate	55	5	60		Wounding	3
	Intemperate	29	1	30		Shooting with intent...	1
		108	7	115		Assault	7
Country	England	6	2	8	Counties	Indecent assault	1
	Ireland	13	3	16		Rape	7
	Scotland	2		2		Poisoning	1
	Ontario	66	1	67		Bigamy	1
	Quebec	4	1	5		Wife-beating	1
	United States	12		12		Not supporting family..	1
	Wales	1		1			108
	West Indies	1		1			7
	Germany	1		1			115
	Spain	1		1		York	22
	Norway	1		1		Middlesex	3
		108	7	115		Stormont, Dundas and	7
						Glengarry	1
						Ontario	3
Occupation..	Shoemakers	5		5		Lincoln	3
	Laborers	59		59		Waterloo	3
	Cabinetmakers	2		2		Simcoe	3
	Wireworker	1		1		Brant	2
	Engineer	1		1		Kent	4
	Plumber	1		1		Peterboro'	3
	Cook	1		1		Wentworth	1
	Farmers	6		6		Elgin	8
						Essex	4
						Perth	3
						Prescott and Russell...	3
						Carleton	2
						Northumberland and	6
						Durham	3
						Lennox and Addington.	2
						Haldimand	2
						Welland	2
						Leeds and Grenville...	6
						Wellington	1
						Norfolk	2
						Victoria	1
						Hastings	1
						Oxford	3

No. 15.—CRIMINAL Statistics, Kingston Penitentiary—*Concluded.*

—	Description.	Males.	Females.	Total.	—	Description.	Males.	Females.	Total.
Occupation..	Tailors.....	3	.....	3	Counties....	Peel.....	3	.....
	Machinists.....	4	.....	4		Grey.....	4	.....
	Blacksmiths.....	3	.....	3		Quebec.....	2	.....
	Females.....	.....	7	7		Yarmouth.....	1	.....
	Carpenters.....	5	.....	5		District of Bedford.....	.....	1	
	Clerks.....	5	.....	5		Montreal.....	.....	1	
	Painters.....	4	.....	4					
	Porter.....	1	.....	1			108	7	11
	Woodturner.....	1	.....	1					
	Druggist.....	1	.....	1					
	Doctor.....	1	.....	1					
	Stonecutters.....	2	.....	2					
	Cigarmaker.....	1	.....	1					
	Cooper.....	1	.....	1					
		108	7	115					

No. 16.

SUMMARY of Punishments awarded in the Kingston Penitentiary, for the Year ended 30th June, 1882.

Months.	Number in Dark Cells.	Number in Solitary Cells.	Number Flogged.	Number of Lashes inflicted.	Number Admonished.	Number who lost part of Remission.	Number deprived from School.	Number who lost Lights.
1881..								
July.....	29	.....	.....	.....	4	31	.....	14
August.....	31	.....	4	96	2	28	.....	7
September.....	33	.....	.....	.....	1	33	.....	9
October.....	37	.....	.....	.....	.....	20	.....	4
November.....	22	3	.....	.....	8	21	.....	18
December.....	22	.....	.....	.....	1	11	.....	5
1882.								
January.....	9	.....	.....	.....	.....	6	.....	6
February.....	16	1	.....	.....	1	19	.....	11
March.....	17	.....	.....	.....	1	17	2	6
April.....	12	.....	.....	.....	.....	6	.....	4
May.....	22	.....	.....	.....	2	18	.....	2
June.....	24	2	.....	.....	3	18	.....	.....
Totals.....	274	6	4	96	23	228	2	11

No. 17.

NUMBER of Punishments in the Female Department, for the Year ended 30th June, 1882.

	Total.	Remarks.
Reports and reported, January	1	
do do February	1	
do do July.....	2	
do do November	1	
solitary cell	2	
Not acted upon.....	3	
Total.....	10	

No. 18.

REPORT OF PROTESTANT CHAPLAIN.

KINGSTON PENITENTIARY, July, 1882.

SIR,—In presenting my Report for the year ending 30th June, 1882, I have but little to remark that calls for much remark. I have duly performed the duties of my office, except for a short period, when, owing to an attack of bronchitis, I was obliged to ask for leave of absence. Revds. Grant, Bonsfield and Dobbs conducted my services during my absence.

I am glad to say that during the past year I have had several gratifying letters from ex-convicts who are doing well in the United States and Canada.

The library and the school are very useful aids in promoting moral improvement. I think many become criminals because they are too ignorant to take any pleasure in reading, and so are led to have recourse to the tavern. But very few leave this place without having learnt to read.

I think that association and its results are the greatest hindrance in the way of reformation.

I am, Sir,

Yours respectfully,

C. E. CARTWRIGHT.

J. G. MOYLAN, Esq.,

Inspectors of Penitentiaries.

No. 19.

REPORT OF THE ROMAN CATHOLIC CHAPLAIN.

KINGSTON PENITENTIARY, July, 1882.

SIR,—In submitting my eighth Annual Report I have nothing special to refer to respecting the general working of the Penitentiary, everything, according to my judgment, having proceeded satisfactorily during the past year.

You are aware that the improvements of the Catholic Chapel have been completed, since you very kindly assisted personally at the ceremony of its solemn blessing by His Lordship Bishop Cleary, on the 1st August last. This day will be long remembered by those convicts who witnessed the dedication of the renewed Chapel and listened to the touching words of the gifted prelate, whose instruction was a special feature of the ceremony. Taking for his text the fourth chapter of St. Luke, especially the 17th and 18th verses, the Bishop dwelt for some time upon

the nature of the justice of God, showing it to be a hard virtue by illustrations from the Old Testament, giving, as examples, the punishment of Adam, the deluge, the destruction by fire of Sodoma and Gomorrah, and passing from these evidences of Divine justice he next pointed out the attribute of the mercy of God, exhibited in the coming of Christ and the establishment of the new law. His Lordship now applied these reflections. As human virtues are merely shadows of the virtues of God, so the human justice of old was severe and hard and relentless, but since Christ's coming the merciful spirit of His law is gradually working its kind influence upon all human justice. Hence in our day the wise and good men who administer justice vindicate, to be sure, every injury inflicted upon outraged society, but in such manner as to treat the guilty with consideration and mercy. So in our prisons we behold Christian men using the criminal as a fellow-being, feeding him, clothing him, caring his bodily health and in all things exercising his power over the victim of man's justice, humanely and with a due sense of his own responsibility to a God of infinite mercy. In such terms did the Bishop address the convicts and prepared their minds to undergo the punishment dealt out to them with patient submission. After the discourse the Chapel was blessed by His Lordship, assisted by the Rev. Fathers Spratt, Kelly, Hartigan, Brennan, and myself. It was placed under the patronage of St. Martin, Pope and Martyr.

The accomplishment of these improvements in our Chapel has been an object of special interest to me, because I felt that the power of the Catholic religion to reform was effectually weakened by the unfitness of the former Chapel, for the ordinary fulfilment of our ritual, and, consequently, that the Roman Catholic convicts were thus far deprived of those surroundings of their worship so valued by them, and which undoubtedly exert a beneficial influence on their minds. Even in the few months, since our Chapel has been entirely finished, I have observed a wholesome change in the convicts, and am hopeful of still greater improvement as time goes on. It could not be otherwise. The whole appearance of the Chapel, its religious and chaste adornment, the neatness and becoming arrangement of all things about; its cleanliness and order, in a word, its general adaptability for the decorous celebration of Catholic worship, give me the comforting assurance of abiding improvement in the Roman Catholic convicts for the future.

I have to express the sincere thanks due to the Warden, who freely and generously co-operated in this good work. By his kind permission, the work was undertaken and carried to a successful conclusion, and entirely by the convicts themselves.

I have the honor to be, Sir,

Your obedient servant,

P. A. TWOHEY,

Catholic Chaplain.

J. G. MOYLAN, Esq.,

Inspector of Penitentiaries.

— — —
No. 20.

KINGSTON PENITENTIARY,
30th June, 1882.

SIR,—I have the honor to present my Report for the year ending 30th June, 1882

The hygienic condition of the Penitentiary continues in a most satisfactory state. No epidemic has prevailed during the year, and the cases of sickness occurring have been only of the ordinary type.

The healthiness of the prison is noted by the convicts themselves, and tends very much to inspire a feeling of security against sickness and maintain a cheerfulness which has a most salutary effect.

In the management of this institution, any careful observer will readily perceive that every reasonable precaution is taken to prevent disease, by the adoption of those

humanizing methods which has uniformly characterized the administration of the present Warden.

Among the admissions the past year, there has been the usual quota of men unfit to labour, some indeed helpless. To such the Penitentiary has become a home for incurables.

Many are sent here, hopelessly diseased, remain their term, well cared for and treated, of course, as sick persons should be, then discharged. Some of these return again, to whom imprisonment under such circumstances becomes a boon not to be despised. Some are received in advanced stages of organic disease which must terminate fatally before the term of imprisonment expires.

This state of things, independent of other considerations, is very embarrassing in the administration of discipline.

Exclusive of those admitted to Hospital the daily prescriptions have been 2,384.

The usual statistics of the Hospital are hereto annexed.

There have been five deaths from among the ordinary convict population, and noticeable from incurable diseases contracted before entering the prison.

INSANE WARD.

I have nothing specially to report concerning the criminal insane. To my mind from somewhat careful observation, they differ but little from the so-called ordinary insane. The majority when sent to prison were of unsound mind, the remainder are of that class of weak intellects, who, from the slightest exciting cause, become completely insane. The actual number confined in the ward does not by any means embrace the whole number of weak-minded men among the convicts, such only are confined who cannot be utilized at any kind of labor. Occupation of some kind for these people is invaluable, and so far as this Penitentiary is concerned this principle is observed. Several who have been transferred here, have not been found to be of the class requiring confinement. I think a little salutary discipline in some cases would prevent imposition and prove beneficial.

The building occupied has proved to be well adapted for its purpose. And no class of people under similar circumstances could be more comfortable or better cared for.

The usual Returns are hereto appended. It will be noticed that six cases of death have taken place. Some far advanced in years, and all from hopeless organic disease.

I cannot refrain from stating, that the orderlies, who themselves are convicts, have invariably manifested the greatest kindness in the attendance upon both sick and insane.

I have more than ordinary satisfaction in alluding to Mr. Halliday, who as overseer of this Hospital and Insane Ward, has proved to be a most efficient officer, worthy of all commendation.

I have the honor to be, Sir,

Your obedient servant,

M. LAVELL, M.D.

Surgeon Kingston Penitentiary.

J. G. MOYLAN, Esq.

Inspector of Penitentiaries.

KINGSTON PENITENTIARY.

ANNUAL RETURN of Sick treated in Hospital, from 1st July, 1881, to 30th June, 1882.

Diseases.	Remained.	Admitted.	Died.	Discharged.	Remained.	Remarks.
Abscess	1	5		5	1	
Amputation		1		1		
Apoplexy		1		1		
Ascites		1		1		
Asthma	1			1		
Boils		3		3		
Bronchitis		11	1	10		
Burns		6		6		
Cancer		1		1		
Caries		1		1		
Cephalœa		1		1		
Cholera		16		16		
Colic		1		1		
Contusion	1	11		11	1	
Cutaneous		1		1		
Cyrrhosis		1	1			
Debility		4		4		
Dementia		1		1		
Diarrhœa		6		6		
Dysentery		2		2		
Dyspepsia		9		7	2	
Erysipelas		2		2		
Febricula	3	49		50	2	
Fever, Intermittent		14		14		
Fever, Typhoid		11		11		
Fracture		2		2		
Frostbite		2		2		
Gangrene		1		1		
Gastritis		1		1		
Hæmatemesis		1		1		
Hæmoptysis		3		2	1	
Hæmorrhoids		2		2		
Heart Disease	1	2	3			
Hydrocele		3		3		
Lumbago		1		1		
Malingering		27		27		
Neuralgia		2		2		
Ophthalmia		6		6		
Orchitis		1		1		
Otitis		2		2		
Partus		1		1		
Phthisis		5		5		
Pneumonia		2		2		
Rheumatism	1	8		7	2	
Sciatica		1		1		
Scrofula		1			1	
Sprain		2		2		
Stricture		1		1		
Syphilis		2		2		
Tonsillitis		21		21		
Ulcers		4		4		
Wounds		17		17		
Total	8	280	5	273	10	

M. LAVELL, M.D.,

Surgeon, Kingston Penitentiary.

KINGSTON PENITENTIARY, 30th June, 1882.

ANNUAL RETURN of Deaths in Hospital, Kingston Penitentiary, for the Year, from 1st July, 1881, to 30th June, 1882.

No.	Names.	Age.	Disease.	When Admitted.	Died.	Country.	No. of Days in Hospital.	Remarks.
1	Geo. Needles.....	24	Heart disease.....	6th May, 1881.....	24th July, 1881.....	England.....	80	Suffering from disease when received into prison.
2	Patrick O'Grady.....	32	do.....	30th Sept, 1881.....	13th Oct, 1881.....	Ireland.....	14	do
3	Wm. Rhaus.....	70	do.....	18th Feb, 1882.....	22nd Feb, 1882.....	Canada.....	5	An old debilitated man on verge of grave when received into prison.
4	Geo. Adis.....	28	Cyrrhosis.....	16th Feb, 1882.....	8th Mar, 1882.....	do.....	21	Negro of scrofulous constitution.
5	Jos. Durand.....	65	Bronchitis.....	23rd March, 1882.....	30th Mar., 1882.....	do.....	8	Constitution undermined by previous bad habits.

55

STATEMENT of Accidents to Convicts in Kingston Penitentiary, for the Year, from 1st July, 1881, to 30th June, 1882.

Date.	Name.	Where Employed.	Nature of Accident.	Cause of Accident.	No. of Days in Hospital.
1881.					
Oct. 20.....	John Brown.....	Carpenter's shop.....	Points of thumb, 1st and 2nd fingers of left hand removed by circular saw.....	His own carelessness.....	7
1882.					
Jan. 14.....	Geo. Cassidy.....	Mason Gang.....	Comminuted fracture of right tibia and dislocation of both ankles of same leg.....	Breakdown of scaffold.....	146

M. LAVELL, M.D.,

Surgeon, Kingston Penitentiary.

RETURN showing Movement of Insane Convicts, from 1st July, 1881, to 30th June, 1882.

Distribution.	Male.	Female.	Total.
Remained under treatment, 30th June, 1881.....	28	2	30
Since admitted—			
Kingston Penitentiary	12	1	13
Quebec (St. Vincent de Paul Penitentiary).....	5		5
Dorchester Penitentiary.....	1		1
Total number under treatment on 30th June, 1882....	46	3	49
Discharged—			
Cured.....	5	1	6
Improved sufficiently to resume work.....	3		3
Transferred to Provincial Asylum on expiration of sentence			
Died.....	6		6
Remaining under treatment on 30th June, 1882.....	32	2	34

OBITUARY.

No.	Reg. No.	Age	Date of Death.	Duration of Insanity.	Approximate cause of Death.	Remarks.
1	31	87	Sept. 10, 1881...	3 $\frac{1}{2}$ years	Cancer and Scrofula.....	
2	80	64	Nov. 23, 1881...	3 $\frac{1}{2}$ do	Morbus Cordis	
3	75	27	Jan. 1, 1882...	3 $\frac{1}{2}$ do	do	
4	66	24	Feb. 20, 1882...	1 $\frac{1}{2}$ do	Compression of Brain.....	
5	8	78	Mar. 27, 1882...	9 $\frac{1}{2}$ do	Exhaustion.....	
6	43	44	June 27, 1882...	3 $\frac{1}{2}$ do	Phthisis Pulmonalis.....	

M. LAVELL, M.D.,
Surgeon, Kingston Penitentiary.

No. 21.

KINGSTON PENITENTIARY, 4th July, 1882.

SIR,—I have the honor to report that the Female Department of the Kingston Penitentiary has been carried on successfully during the past year.

I have been twenty-two years in the Department, and I have much pleasure in being able to state that during the past year the industry and conduct of the women has been much better than ever before. Even the three insane women have behaved well. For a time they were shut up in separate apartments, but for many months past I have placed them in the work room with the other women, and I have found

that they do almost as much work as the others, and are more contented than when alone in their cells.

At the close of last fiscal year there remained twenty-four female convicts in this Department.

During the fiscal year just closed we have discharged eight women and received eight, so our numbers remained at twenty-four, same as one year ago.

I enclose return of work for the year.

I am, Sir,

Your obedient servant,

MARY LEAHY,
Matron.

G. MOYLAN, Esq.,
Inspectors of Penitentiaries.

RETURN of Work done in Female Department for Year ending 30th June, 1882.

Number of Articles.	Work Done.	Equal to Days.	Rate per Day.	Amount.	Total.
	<i>Male Prison.</i>		\$ cts.	\$ cts.	\$ cts.
476	White flannel shirts.....	476	0 40	190 40	
219	Pairs of drawers	146	0 40	58 40	
1,752	do socks.....	1,752	0 40	700 00	
12	do ribbed socks	24	0 40	9 60	
548	do cotton socks	1,096	0 40	438 40	
57	do pants	57	0 40	22 80	
459	Pillow-slips.....	76	0 40	30 40	
850	Handkerchiefs—prison and discharge	85	0 40	34 00	
1,245	Towels.....	124	0 40	49 60	
12	do rollers.....	2	0 40	0 80	
248	Pillow-ticks	41	0 40	16 40	
178	Sheets.....	89	0 40	35 60	
97	Night-shirts	97	0 40	38 80	
19	Pairs of mitts.....	19	0 40	7 60	
30	Neckties	3	0 40	1 20	
10	Bakers' aprons.....	2	0 40	0 80	
					1,635 60
	<i>Female Prison.</i>				
	Sewing and knitting	495	0 40	198 00	
	Housework, cooking, &c.....	3,124	0 40	1,249 60	
	Custom work.....				1,447 60 50 00
	<i>Government Contract.</i>				
270	Grey flannel shirts.....		0 25	67 50	
108	Neckerchiefs		0 10	10 80	
					78 30
					3,211 50

No. 22.

SCHOOL REPORT.

KINGSTON PENITENTIARY, 1st July, 1882.

SIR,—I have the honour to submit my Annual Report on the state of the school for the fiscal year, ending 30th June, 1882.

Average daily attendance has been one hundred and sixteen (116.)

Branches taught : reading, spelling, writing and arithmetic.

Progress made by those attending school, and their conduct in the school-room has been most satisfactory to all.

Before closing my brief Report I wish to tender my sincere thanks to the Warden, Chaplains, also to my assistant teachers for their zeal in the good work.

I have the honor to be, Sir,

Your obedient servant,

J. B. P. MATHEWSON,

Schoolmaster.

J. G. MOYLAN, Esq.,

Inspector of Penitentiaries.

ST. VINCENT DE PAUL PENITENTIARY.

30th June, 1882.

SIR,—I have the honor to submit to you the First Annual Report of my administration of the St. Vincent de Paul Penitentiary, for the period of time elapsed from my assuming the functions of my charge—the 21st November, 1881—to the 30th June, the end of the fiscal year 1881-82.

I subjoin to my Report the Returns and Statistics for the year, as required by law.

On the 30th June, 1881, the population of the convicts numbered.....	318
Have been received since, men.....	121
do do do women.....	2
In all.....	441
Discharged during the year.....	95
Pardoned.....	14
Transferred to the Kingston Penitentiary :	
Men 2, females 2; in all.....	4
To the Asylum of that Penitentiary.....	5
Upon an order of a Court of Justice.....	1
By death.....	2
By escape.....	1
	125
Leaving the population of the prisoners, at midnight of 30th June.....	316

On that day, 21st November, 1881, Mr. Bedson, to whom the Honorable the Minister of Justice had temporarily entrusted the administration of this Penitentiary, remitted into my hands the executive power of the institution.

Mr. Bedson, during his brief administration of five weeks, had done a great deal in the way of improving discipline; but there was much left to be done yet in that direction, and every thing to be done to establish the good order and the regular administration in each of the numerous departments of the Penitentiary.

The absence, for a considerable length of time, of the principal officer, had been, undoubtedly, the cause of that somewhat disorganization (*quasi disorganization*).

On taking in hands the administration of this institution, I did not delude myself with respect to the great responsibility which I was assuming, and the numberless difficulties which I would have to overcome.

All my exertions were made in view—principally to obtain a perfect state of discipline—and, in order to realize my object, I made an attentive study of the character of both officers and convicts, doing my best to find out what the aptitudes of the former, and the general dispositions of the latter, were.

OFFICERS.

The moment I had taken charge, the officers showed themselves as if animated with a new feeling of ease and trust, thinking, probably, that thereafter there would be a chief standing at their head in permanence, and manifestly showing the laudable desire to help me the best they could in the accomplishment of the arduous task which devolved on me.

Availing of the happy disposition of my staff, and convinced that discipline was the all-important point, I introduced, little by little, but unceasingly, the reforms which were suggested by both the disorganized state, in part at least, of the establishment, and the practical experience which I was gaining each day in the performance of my official duties.

And I have pleasure in acknowledging that, within a few months of experiment, I acquired the certitude that a good number of officers—the majority, at least—were intelligent enough, and had sufficient good will to perform with efficiency the duties which their respective positions demanded of them, and I therefrom felt sure that, as time passed on, those lacking the indispensable dispositions would have to make way for others more efficient, and that the discipline would necessarily be getting to perfection, and the reforms so desirable in the administration of the various departments would be getting effectuated in course of time.

It was especially in view of reaching to that double object that I made up my mind, not without regret, to dispense the institution, as occasion would offer, with the services of several officers, and, meanwhile, to accept the resignation of some others, the ancient employees, without taking into account the blame and censure, especially outside, of a public ill-informed, and judging, consequently, but from appearances.

Nevertheless, I can in all sincerity of conscience claim that every one of the dismissals which my duty compelled me to make, have been decided on only after the offences laid to the charge of dismissed parties had been clearly proven, and but with all the circumspection and consideration suggested by circumstances.

As with regard to the new nominations I have been as considerate as possible in selecting but only men commendable, possessing the French and English languages—differently spoken here—and having a practical experience of men and things.

However, I owe to the truth to own that among the candidates for the situations here happen to be a certain number—and seemingly the most deserving ones—who, for reason of the smallness of the salary declined to enter the service.

We have to admit it, Mr. Inspector, an annual salary of \$450 is no longer efficient, now that living has become dearer by one-fourth and more, than what it was some years ago.

I have not the pretention to say that I have succeeded to an equal degree in all the nominations which I have made; however, I entertain the firm belief that, such as it is constituted, presently, the staff of this Penitentiary is apt to become a body, efficient and reliable in course of time.

I have also to acknowledge that the choice of certain employees to functions of a superior order, which the Executive has been called at time, to make, has been happy indeed.

THE CONVICTS.

I have taken care that they were treated with humanity and justice, giving myself the example, in making use of the moderation, as well in words as in action towards these unfortunates. I have the satisfaction to be able to state that by remonstrating and advising, which I have incessantly done every day, have not remained unfruitful; on the contrary, and that to the surprise of some of the officers who had not the same confidence I, myself had in the results of a treatment relatively indulgent. Several of these convicts, bad characters and seemingly incorrigible were, in course of time, brought to submit to and obey the rules, and ceased to be reported.

It is but too true that for some of the convicts I had to employ a more severe treatment; that, however, only after having exhausted those that humanity, mildness and indulgence suggested. But my rule being strictly to use severity but as an exception and in exceptional occasions, the effects have been those looked for invariably, that is the submission of the refractories to the disciplinary rules.

I do not feel inclined to conclude from these partial successes which I have pleasure to note, however, that a perfect and sincere reform of the convicts may be obtained either in this or in the others of our Penal Institutions. On the contrary the attainment of so great an advantage to our community will be, in my opinion impossible as long as the solitary cellular system has not been substituted to the actual system of common work among prisoners, or at least, before the classing of criminals, putting an end to the constant contact which presently prevail among the subjects hardened in the crime, the recidivists who ought to be kept apart from the young delinquents, or others more advanced in years, but brought here for a first offence, and some time by mere accident.

Daily witnessing the effects of that pernicious and regretful state of things, and understanding that our Penitentiaries are not properly built for introducing into them the solitary system, I beg to be permitted, Mr. Inspector, to submit to you an idea which has come to my mind, to the effect that one of the two principal Penitentiaries of the Dominion, that of Kingston, let us say, would give admission exclusively to the class composed of the great criminals, the recidivists of both Provinces, Ontario and Quebec; and that of St. Vincent, to the category of prisoners sentenced for the first time.

That suggestion, which I respectfully submit to your consideration, Mr. Inspector, in case effect be given to it, until some thing better was done, would scarcely fail to produce appreciable results, in putting into our hands more efficient means than we have now, to reform a greater number of criminals, who would become as many citizens useful to the community, instead of getting more skilful in the art of doing wrong.

All things considered, I have reason to be satisfied with the general conduct of the criminals; they have become relatively docile and submissive.

The offences, the number of which has greatly decreased, are for the most committed in violation of the rule of silence; and how could it be otherwise with that rule—no matter what may possibly be done—when three hundred criminals or more are kept working and mixing together during the day.

Finally, in the present conditions of our Penitentiaries, it may be an easy affair for any one to request an absolute silence, but to succeed to enforce it absolutely is an impossibility; as it is an impossibility also, though there are others who think otherwise, to prevent both escapes and attempts to escape among convicts, especially so long as the quarry, the farm and other outside works are worked out by them, and that at a distance of two miles from the Penitentiary.

DEPARTMENTS.

That of the Steward is indeed unquestionably the most important. That officer is the depositary and distributor of the victuals eatable; he is the guardian of the clothing and the lighting; he has the charge of the dormitories of the prison, &c., &c.

Most assiduously attentive to the management of the affairs—either in their whole or their different parts—connected with this department, I soon acquired the conviction that numerous abuses had slipped into it which were a source of waste, especially owing to the multitude of details the Steward had to look after.

As a means of reform, I made two distinct divisions of that department, the one remaining in charge of the Steward, and the other was entrusted to the Storekeeper, meanwhile enacting disciplinary regulations, with the full expectation to see them respected and followed up, in so much they related to the distribution of such things as rations and clothing in particular. And after some few months of unceasing exertions in that direction, I became capable of realizing—without impairing the efficiency of the service—a considerable reduction in the current expenses of that department, during the seven months of duration, this day, of my administration.

THE WORKSHOPS.

In order to maintain order and enforce discipline in a Penitentiary where the work is carried on in common (*en commun*), one of the numerous occupations of the Warden is to keep the convicts continually busy. In the first place I gave a particular and persistent attention to the workshops, and it became evident to me that, owing to the narrowness of their dimensions and the imperfection of their construction, the men therein employed over-crowded the shops, the effect of which was that a great number were working but little or not at all, giving themselves to dissipation and becoming insubordinate, and that abuses of the worst sort existed therein.

My first care was to lessen the number of convicts kept in those shops, by removing therefrom those whose conduct was bad and industry somewhat dull, also those who showed no disposition for the trade.

Little by little a notable improvement was obtained, and the result was that with a number of men relatively limited, a greater amount of work was produced.

It is a fact that during the eighteen months preceding my administration, the institution was subjected to disbursements, oftentimes of a considerable amount, for the making of clothes and clothing of every description, either for the officers' use or the convicts', that a want of industry or of goodwill, if not owed to both together, rendered necessary to get made outside the prison.

But I am in position now, to say that, since taking up the reins of the administration things have taken another turn. Clothes and other garments were made inside.

I have to note here, the newly introduced custom of having repaired the convicts garments, when partly worn out, which were previously set aside, has necessarily the effect to notably reduce the requisitioning and making up of the new ones, and also lessen the purchase of the cloth required for that.

In conclusion, I have the satisfaction to be enabled to state that the work in the workshops has become generally more satisfactory. Most of the convicts are showing good work and attentiveness. I have been careful, in so much that circumstances allowed, to comply with their taste, in placing them to the trade for which they showed most aptitude.

A state of improved discipline generally prevails also among convicts kept at work outside the workshops.

CONSTRUCTIONS.

During the winter season, the Penitentiary quarry has been vigorously worked, and the stone therefrom actively drawn up, at the same time pushing on the

work of excavation in the rock for the main drain of the Penitentiary. However, the work of excavation had to be suspended coming on spring, in order to having a greater number of men employed in the building of the refectory, now in construction, by means of convicts labor, under the supervision of the Department of Public Works.

The limits of the prison yard, on the west side, have been extended to a distance of about one hundred feet, and surrounded, in place of the stone wall removed, with a strong solid fence in planks of nineteen feet and a half in height.

I caused to be made, at the second story, over the actual refectory, three apartments, the one room for the schools use, another for the Catholic Library, and the third for a changing room containing the stock of clothes with numerous drawers and boxes to place therein the garments of each convict. The several rooms are sufficiently roomy, well ventilated, very convenient and commodious, and constitute a great and necessary improvement in comparison with those that were in existence before, you will readily acknowledge that, Mr. Inspector.

The erection work of the fine refectory, the foundation of which was commenced last fall, was resumed anew in April last, and its construction pushed on vigorously up to this day, and there is no doubt but its walls will nearly be terminated this fall.

That construction will constitute a splendid edifice, and will reflect credit upon the architect thereof, Mr. Bowes. Its forms are imposing, and the proportions of its structure well managed at the double standpoint of the art and substantialness.

INSTRUCTION.

Nearly one-third of the inmates attend school, but scarcely one-fourth of those who attend show forth a desire for instruction. I intend to cut off therefrom those who attend but in view of keeping away from work.

The results which have been reached seem to have been unimportant up to March last. It was then that a new schoolmaster, provided with his diploma, took charge of the school. I have all reasons to expect that the school will progress satisfactorily in the future. That department is under the supervision of the Catholic and Protestant chaplains.

THE LIBRARY.

	Volumes.
There are in the Catholic Division.....	1,186
In the Protestant Division.....	451
In all.....	1,637

A great number of convicts are assiduous readers. But it would be a useful thing if an addition of more books was authorized. The reading of good books can not fail to have a beneficial effect upon the mind of the convicts; and it is also an efficient means for keeping them orderly and quiet during their lengthful hours of close seclusion.

THE HEALTH.

It would be difficult indeed to reach at a more perfect state of health than that which is prevailing in the Penitentiary, especially when taking in account that number of prisoners are, when brought here, impotent both morally and physically and which is the offspring of their dissolute and criminal life. Yet the hospital is not what it should be; its ventilation is deficient. It is all but one room common for all the patients, instead of being divided into spacious cells, as desirable in view of procuring both healthiness, good order, and discipline among the occupants.

THE REVENUE,

Which has been realized in money during the year ending this 30th June, 1882, and deposited to the credit of the Receiver General, has amounted to \$1,833.23, thus exceeding by \$204.01 that of the preceding year.

The smallness of the revenue is owing to my stoppage of the works previously carried out in the shops, on the account of both outside customers and our own officers, to the effect of putting an end to abuses; and also in order not to exceed, in purchasing materials, the appropriations voted for the year. Moreover, the work of construction, and others—the preparation of the material and the service of the institution—required the labor of all the convicts. The labor of the convicts for the year ending at this date, is valued at the sum of \$42,676 25, and, if the revenue in money above mentioned, be added to, we have a total amount of \$44,509.47, representing the labour of that same year.

THE EXPENDITURE.

The total amount of the expenditure, for the same year, is \$85,217.47. But in order to ascertain what is the real amount of the current expenditure incurred for the maintenance of the institution, it is necessary to deduct from the total amount the sums which have been paid for objects which are no part of the ordinary expenses, such as the allowance in money, and the discharge clothing of the convicts on release, the expenses added to capital (*les dépenses au capital*), amounting to... \$ 7,903 27

Also the sums paid as gratuities to superannuated officers..... 4,377 12

Adding thereto the revenue collected..... 1,833 22

We will have a total of..... \$14,113 61

Bringing down the real expenditure to..... 71,103 82

The average population of the prison was, during the year, per day, 308; consequently the costs of each convict..... 230 86

Now, in deducting, as ought to be done, from the real expenditure, the value of the labor of the convicts during the year—that is, \$44,509.47—the expenditure for the maintenance, during same year, will be reduced to \$26,593.95, and the cost of maintenance, *per capita*, to \$86.98.

In the first place, when assuming my functions, economy was and has been since held as a practical object of my daily and strenuous endeavor. And the result obtained has been a monthly reduction of \$2,025.84, for the period of the seven first months of my administration, completing the year, if compared with the first five months of same year.

It is not my intention to part from that rule during the next fiscal year. But I well foresee that I will have to submit a cipher of expenditure much higher at the end of the ensuing year, owing to the fact that supplies contracted for are dearer, varying from 25 to 50 per cent (twenty-five to fifty per cent), although all the contracts were awarded, without exception, to the lowest tendering parties.

Unfortunately these yearly statements of expenditure run into for the Penitentiary maintenance, only serve to show the public the worse side of the medal; I believe it would be but fair to present to it the other side, in acknowledging a principle, that the Wardens be credited for the value of the labor of the convicts, and be allowed to reduce its amount from that of the expenditure.

That value is not a fictitious one, in so much that the Government would have to pay—and perhaps dearer—if the work, sometimes very important—which are carried on in Penitentiaries—was done by means of outside labor.

I conclude this Report, Mr. Inspector, in submitting to you that if, during the first six months of my administration, of this Penitentiary, I have not been able to show it with a perfect state of organization, which is so desirable, yet I have the conviction that it is well in the way of improving.

I am also intimately convinced that I have performed my duty in good conscience and with impartiality; and I may add in all sincerity, that I spare myself neither trouble nor labor in order to put the Penitentiary in a fair way to reform until it reaches to perfection, which I am confident I will secure in course of time.

Thanking you, Mr. Inspector, for the courtesies I have at all times received at your hands.

I have the honor, to be, Sir,
Your very obedient servant,

GEORGE F. LAVIOLETTE,
Warden.

JAS. G. MOYLAN, Esq.,
Inspector of Penitentiaries

ANNUAL REPORT OF THE ROMAN CATHOLIC CHAPLAIN OF THE PENITENTIARY OF ST. VINCENT DE PAUL.

SIR,—Since my last Report many important changes have taken place as regards the administration of the Penitentiary of St. Vincent de Paul. Mr. Mackay, who had been made Acting Warden *pro tem*, after the departure of Dr. Duchesneau resigned his post, and was succeeded by Mr. T. Ouimet as Deputy Warden. After the departure of Mr. Mackay, which occurred on the 15th October, the Warden of the Manitoba Penitentiary, Mr. Bedson, took charge till the arrival of the Actual Warden G. Laviolette, Esq., on the 21st of November. The Chief Keeper, John Cooper, owing to his advanced age, resigned his position on the 1st December, and was succeeded by Mr. McCarthy, who had been discharging similar duties in the Kingston Penitentiary. The Accountant, Mr. Beaudry, also took his departure, and was succeeded by Mr. Malepost. Thus, in the short space of one year, a universal change has taken place among the superior officers of this Institution.

It is understood that the new-comers possess the requisite qualities to become good, and even excellent officers; nevertheless, the many virtues of the old and faithful servants of the public service are not to be slighted. Men who have passed the greater part of their lives in the service of the Government, but who through age and feeble health, are forced to retire from the service and enjoy in their retirement fruits so well earned—these men should not be so soon forgotten. Among those who have retired from public life in this Institution, the absence of one above all the others has been remarked by me. I was in the habit of meeting him on my daily visits to the Penitentiary for the past eighteen years. His departure has created a void in the staff that must have been noticed by others as well as by me.

A few more changes, and I remain alone of all those who, before Confederation had the charge and guidance of the old Reform Prison. It is pleasing to me at all, to sometimes recall the past, for if during the long period of time of which I have already spoken, I have encountered many trials and difficulties, yet at the same time, I must say that I have met with some success, so that I can flatter myself by saying that my ministry here has not been altogether fruitless. I am very confident that in the discharge of my several duties that I did not please every one at all times; however, the well-meaning portion of the community will admit that I have always labored for the progress and well-doing of the Institution, in the service of which I have been engaged for nearly twenty years. I hope to be pardoned in this preamble, but at the same time be allowed to make the following remarks:

The experience acquired for almost twenty years has convinced me clearly that in order to have success in the administration of a penal institution, it is necessary first of all, that the officers—no matter to what grade they belong—ought sufficiently understand their respective duties, and be possessed of sufficient intelligence and good will to accomplish them. It is useless to institute fine systems and to make rules if men cannot be found capable enough to carry them out. But I know well

enough what is going on in many of our Penitentiaries, to say that we have not in general what we ought to have. I understand perfectly well the gravity of this remark, yet I am inclined to believe that in making it, I am only stating what is really true; and I may safely say, and that without prejudice, that those who examine carefully the workings of such institutions will admit the truth of my assertion.

In almost all of my preceding Reports, I have insisted on the necessity of procuring the services of competent men if we wish our Penitentiaries to produce the good which we have the right to expect. However, there has been but little or no progress. The great obstacle to the improvement of the *personnel* of our Penitentiaries is, as I have heretofore remarked, the insufficient salary. At the present time, particularly, when salaries are increased everywhere, on account of the abundance of labor, it is impossible to secure the services of a man, no matter how small his capacity, for the salary given at the Penitentiary. A man who has little or no capacity can obtain higher wages than those ordinarily given here, and then have duties less onerous to perform. The consequence of all this is that the old officers of the Penitentiary continue to remain in the service, with the hope that their position may become better; the new ones, because they have not the same amount of capacity which would permit them to be engaged elsewhere.

There never will be any possible improvement in the discipline as long as the *personnel* is not itself improved, and the *personnel* will never improve as long as the salary given remains as it does to-day. Be that as it may, a learned, sober and intelligent man will never consent to come and bury himself, I might say, in a Penitentiary, and pass his time in the midst of criminals—to expose his life and labor incessantly from six o'clock in the morning to six o'clock at night—Sunday not even excepted—for a salary of four hundred and fifty dollars (\$450). Some twenty or thirty years ago such a salary was sufficient; but to-day such a thing is unheard of. The necessities of life are far more expensive than they were then; labor is more in demand, and the pay is much better.

It is frequently said, and not without reason too, that a certain class of employees take no interest whatever in the duties committed to their charge, and seem indifferent as to whether matters go well or ill. This is not to be wondered at. What is here to excite their zeal or encourage their efforts? Truly, nothing! They live miserably while they are in the service, and if through old age, sickness or some other reason, they are compelled to resign, they are sure to find themselves in a state of misery and want, after having passed the best years of their life in an employ from which they are never able to save a paltry cent to support them in their declining years.

In certain Penitentiaries of the United States the subaltern officers receive a salary at least double of that which is paid here, and the consequence is that the Penitentiaries or prisons which pay such high salaries meet all their expenses and very often have a surplus left in the public treasury. The reason is that they have in these institutions competent men, each of whom discharges the respective duties committed him.

Perhaps I have said too much on this subject, but I am so firmly convinced of the importance of the change I have suggested, that without it, it is impossible to make any progress, either in discipline, labor or the reformation of the criminals. The best efforts will be of no avail as long as that obstacle is not removed. Besides, I know that I am not alone to entertain those views. All intelligent men in a position to know the administration of Penitentiaries think as I do on these questions. They may have their motives not to be so explicit in the expression of their opinion as I am myself, but they are not the less convinced for all that.

ESCAPES.

In the course of the year there were many attempts made to escape. In seeking the origin of these escapes, it must be said that there has been in almost every case little or more negligence. Still these escapes have sometimes a terrible con-

sequence—example—the case of the unfortunate Dérargon, who was killed by one of the officers in his flight. Not being too well versed in legal matters, I have to accept the verdict of the jury that acquitted this officer in the eyes of the law for the shooting of the unfortunate fugitive. But had everyone done his duty, had each one been at his post, there may not have been a necessity to record in the annals of the Penitentiary a fact so terrible as that of taking away in an instant the life of a man who, perhaps, would never have attempted to escape had not the opportunity been given him. And even after the escape had taken place, could there not be some means devised by which the life of the unfortunate could be saved—say to act with a little more caution and judgment. Be that as it may, I find that for those escapes in general the remedy is far worse than the act committed. I often ask myself the question, would it not be better in many cases to allow the prisoner to escape rather than take away his life? Is the *crime* of endeavoring to obtain one's liberty considered of a graver nature than all those for which the law does not think it right to take one's life; it would seem so, since for this crime alone it permits any man to hurl another into eternity. I speak here of a desertion pure and simple, for if violence, threats, etc., be offered on the part of the fugitive, I would understand that it is legitimate to defend oneself, even at the peril of the life of the aggressor. But in this case there has been nothing of the kind; no attempt at violence, no resistance whatever. The fugitive found himself in the neighborhood of a village from which assistance could easily be had.

I believe it would be necessary to define by law the powers and duties of a guard in a similar case. For there is no doubt whatever, that our system for employing convicts outside the walls, and in such large numbers, as is the wont at St. Vincent de Paul, we will always be exposed to have frequent attempts at desertion. And since human life is so precious, it should not be placed at the voluntary disposal of a simple guard of a Penitentiary. I make these remarks, because the incidents of which I have spoken have created a mutinous feeling, both in the Penitentiary and outside of it. For a long time we feared that vengeance would be taken by the *confreres* of the fugitive. For my own part I have worked actively to calm the minds of those excited by that unfortunate event.

Permit me also to make mention of the case of Guard Plouffe, who almost fell victim to the unfortunate habit of being too hasty to use the dangerous weapons placed in the hands of guards, many of whom are ignorant of their use. Let it be remarked, however, that I do not accuse the good intentions of those who have played part in these painful dramas. I am perfectly satisfied that they have done all for the best. But those good intentions do not prevent terrible consequences arising from negligence or want of reflection. Another attempt at desertion, and which might have had serious consequences, this time for the guard himself, was also due to his own negligence. Despite the rules which forbid it, he permitted the prisoners under his control to approach too close to his person, while being a long distance outside the walls. Seeing a favorable opportunity, the four convicts seized the officer, bound him fast, took possession of his fire-arms, threatening him at the same time with death if he resisted, and then took to flight. It was on the occasion of this desertion that Guard Plouffe received the bullet wound from which he so narrowly escaped death, the effects of which he will undoubtedly feel during the remainder of his life. These are not the only cases, but they are the more important ones; I will abstain from citing any other for the present.

DISCIPLINE.

What I have already said might lead to think that sometimes the discipline is not all that could be desired. In an institution of this kind, everything follows the order of chainwork. There is an amount of wheel work in the discipline of the Penitentiary, just like in certain rolling machines. When one wheel ceases to work, or goes on badly, the machine gets out of order, or ceases to work altogether. It is thus in a Penitentiary. When any one of the rules is neglected, the remaining ones

ve no effect, and thus the discipline falls to the ground. Let us take for example the rule of silence. No discipline can possibly be maintained without the strict observance of this part of the rules. Again, the law of labor. If this law is not strictly enforced, it is useless to speak of discipline, there can never be any. Again, the law of obedience. What discipline can be expected if the convicts, with impunity, defy the authority of those who are to conduct them?

When I speak of severe discipline, I do not mean that it be necessary to have recourse to harsh punishment at every moment. On the contrary, I am of opinion that it would suffice that the subordinates understand and feel that there is above them a just, but, at the same time, an inflexible authority, because they will at once submit willingly to that which the law and the rules demand of them. Let it be clearly understood that faults will be punished severely but justly; that authority will not permit itself to be imposed upon under the sentence of right—then it will appear that the most recalcitrant natures will be brought to order, and submit to the obligations they know they cannot elude. Force here is one of the essential characters of authority, and one of the first elements of discipline. But, as I have already said, there is no possibility to have discipline unless there be officers capable of understanding and putting it into practice. In this respect we are far from having all that we need. We have, undoubtedly, a certain number of intelligent officers, who are attentive to their duties and fully understand their importance. But we have others again who are far from being what they ought to be, and who will never attain the state which is necessary to constitute good officers for a Penitentiary. As long as this state of affairs exists, it is useless to try to establish good discipline. Let us in the first place reform the *personnel*, the remainder will follow. Let the good officers be better paid, replace those who have not the necessary qualifications by others more competent. Then, and only then, can we hope to establish a firm and salutary discipline.

SCHOOL.

We have changed schoolmasters three times during the course of the year. The first one was obliged to place his resignation in the hands of the Warden on account of certain grave violations of the rules of the Institution. He was replaced by Mr. John Manning, who, in a few months after his nomination, obtained the position of Hospital Overseer, to which is attached a higher salary than that of Schoolmaster. Mr. Dorais was then appointed in the place of Mr. Manning. Mr. Dorais is a teacher of many years' experience, and I can say without doubt that he is an acquisition to the Penitentiary. He is imbued with the true spirit of his vocation, and possesses the intelligence and other qualities necessary to make an excellent officer. His appointment and that of Mr. Manning will, I believe, prove excellent ones.

Sometimes it would seem, to be altogether lost sight of, that the school ought to be a reward granted to convicts who conduct themselves well. Very often some convicts are admitted there who are far from meriting that favor. With such a custom the school will soon cease to be regarded as a recompense, and will be no longer looked upon as an auxiliary to maintain discipline. For my own part, I do not wish to see any admitted to the school but those whose conduct is beyond reproach, and I would wish that those who might be the cause of disorder be forthwith removed from the school-room. There are certain characters for whom an instruction will never avail much, they abuse it, as they do every other good done them. On the whole, the progress is very satisfactory, and the conduct of the convicts whilst in school is everything that can be expected. The teacher takes all the pains that he can bestow; his success is as good as the circumstances permit.

THE LIBRARY.

The library contains 1,253 volumes, both English and French. The books are taken great care of. The convicts can change their books twice a week. The change of books takes place under the immediate supervision of the teacher, assisted by one

or more convicts. A register is kept in which is entered the number and name every book leaving the library. By this means no book can be lost or injured, and if so the name of the person who had it can be at once ascertained. We have also book-binder attached to the library. His duty is to bind the new books, bought in pamphlet form, and repair those that may be injured or torn. Thanks for such repairs, the books last far longer, and are always kept neater and cleaner. In general the convicts read a great deal, and for many of them, the reading of good books efficaciously aids in bearing up the long and monotonous days of their captivity.

THE CHAPEL.

The chapel of the Penitentiary, when the altar is completed, will, without exaggeration, be one of the finest and most spacious attached to any public institution. It is large enough to accommodate over six hundred convicts. In order that it all be complete an organ is yet required. I have good reason to believe that the estimates for the coming year will be sufficiently large to permit the purchase of such an instrument. I will then have all that is necessary to contribute to the grandeur of sacred worship. I have no reproach to make about the conduct of the convicts in the chapel. On the whole they act in a becoming manner and pay attention to the instructions given them. There are some, as in every other place, who conduct themselves badly, but this is more the exception than the general rule. The majority show a marked respect for the holy place.

In order to break the monotony and interest the minds of the convicts more about the offices of the Church I frequently invited my *confrères* in the priesthood to come and impart some instructions to our convicts. These sermons and instructions have been closely followed by them, and, I am happy to say, are productive of a great deal of good. In religious affairs, variety is even agreeable. When the same voice and tone are always heard, Sunday after Sunday, one becomes so accustomed to them that he scarcely cares about paying any attention at all. A change from time does not fail to produce some good.

The singing of the officers, and the musical accompaniments are such as to leave nothing more to be desired, particularly since a lady in the village, an excellent musician, offered her services gratuitously to play the harmonium. Besides the offices of Sunday, at which she invariably attends, Madame Proulx, makes it her duty to come and assist at the repetitions which take place once or twice a week. Both officers and convicts fail not to appreciate this act of kindness. I am certain that mentioning this beneficent act of goodness, I am only interpreting the thanks and kindly feelings which all who attend the services in the chapel of the Penitentiary would of their own free will give expression to.

LABOR.

The present administration occupies itself in trying to regulate the labor, and to establish some standard system in this branch so important to every penal Institution. It is one of the things which has always been neglected at St. Vincent de Paul. There has never been anything done in the way of establishing a system regular labor. This does not mean that there has not been as much actual labor done here as in any other Penitentiary, but the labor has not been arranged and conducted with that intelligence which makes it so great an auxiliary to the moralization of the criminal. It is to be remarked on this head, that there is a tendency to improvement, and the actual Warden seems to interest himself seriously about this branch so essential to a good Penitentiary administration.

IDLENESS

It is this that sends so many criminals to the Penitentiary. It is necessary here, that they must cultivate a liking for labor, no matter of what description, since no one is exempt from the obligation. One is never able to imagine with what

tuteness certain convicts endeavor to exempt themselves from being compelled to labor. One sees often young men, strong and healthy, pass all their time in prison, engaged in nothing but idleness of the worst kind. This system is beginning to disappear, and I am confident it will be a great blessing.

Another improvement that has to be credited to the present administration, is the equality re-established among convicts. Up to the present time, there were certain distinctions made in the treatment of the convicts. On what basis these distinctions have been grounded, I have never been able to discover. There is a remarkable fact about them, however, that these preferences were granted generally to the worst criminals. Their only merit, in my way of thinking, being that they had influential friends. All such privileges accorded openly in violation of the law, and contrary to the rules of Penitentiaries, create ill-feelings and jealousies which cannot but have bad results. All such things have now ceased, and I am of opinion for the better. That all should be treated humanely, that everything the law permits be accorded them I admit, but that any one should take upon himself to make distinctions, directly opposed to the letter and spirit of the law, I at once condemn as unjust. Such an act I call an abuse, and from such abuses nothing of good ever comes forth.

To sum up then. A Penitentiary is an infirmary for the treatment of moral diseases. To treat such diseases, it is necessary to have men who understand their profession. All men are not qualified to treat moral diseases, there is a science and fitness necessary which is not the privilege of every one to possess. Hence the necessity of choosing men having the necessary fitness to fulfil their respective duties. To procure men, the services of men specially qualified for such duties, it will be necessary to reward them according to their merit. In such matters it is better to pay largely and have the work satisfactory done, than pay a small price and have nothing done. This is a ruinous economy from a moral point of view. If you wish to make a real economy let us pay liberally those whom we employ; being well paid they will fulfil their duties satisfactorily and in the end the Government will be the gainer.

Having intelligent employees, men of good will, it will be easy to do away with the defects of which I have already spoken in this Report. Without doubt, perfection will not be had, for perfection does not belong to this world; but certainly a state of things more regular and more perfect will be arrived at than that of the present day. Those who read my Report may be inclined to say that I have viewed everything in a dark light and that I have done nothing else than criticize everything. They mistake much if they attribute such intentions to me. All that I wish and desire is to act justly. It seems to me that the Government has a right to know the truth, it is for that reason we are asked to make annual reports. It would be much more pleasing to me had I only to give praises. But in so doing, would I fulfil my duty? On the other hand those with whom I am in daily contact can bear witness that in my capacity and in my sphere of action, I never sought otherwise to be of service to them. For my own part, I have also to acknowledge the fact, that all the employees, from the Warden to the humblest guard, have always manifested the greatest desire to aid me in accomplishing my duties. On some occasions has happened that some of them forgot their duty in this respect, but I am glad to be able to say that it was very rarely.

One word more and I have done. For a long time it appears to have been admitted fact both in the Penitentiary and outside of it, that the Catholic Chaplain the chief "par excellence" here, both in temporal matters as well as spiritual. Certain parties, for motives known to themselves alone, have endeavored to spread the report, that I have tried to usurp rights which do not belong to me. Tired of hearing these reports dinned in my ears by men who should have known better, I called myself of the visit of the Deputy Minister of Justice and the Inspector of Penitentiaries to St. Vincent de Paul, to ask the Warden to sign the declarations which I annexed to this Report. This declaration will suffice, I hope, to reduce to silence those evil-disposed persons who have been the originators of these false rumours.

Many of those who have diffused these absurd reports have been put by me in a position to lay their accusations before the proper authority. They have always declined, knowing that it would be easy to refute their assertions. Since I have been Chaplain of the Penitentiary, I have always found that I have had enough to do to attend to my own duties, without desiring those of others. If I sometimes went outside the sphere of my duties, it was at the pressing demand of the authorities, who asked for my aid in critical moments. In such circumstances, I am glad to say that I was rendering a real service to the administration. Those whom I have assisted know whether my councils were useless or not. I do not wish to pride myself about what I have done. I only endeavor to show by facts that will disprove that I have meddled in things that did not concern me.

(Copy).

Extract from Inspector's Minute Book.

ST. VINCENT DE PAUL,

WEDNESDAY, 14th October, 1882.

The Roman Catholic Chaplain, Revd. Father Leclerc, called upon me and stated "It is currently reported that he interferes constantly with the affairs and administration of the Penitentiary, that he controls all appointments and dismissals of officers in a word, that he runs the concern." He requested that inquiry be made into the matter, as he had reason to know that such reports had reached even Ottawa, and suggested that the Warden, Deputy Warden and Chief Keeper be examined, being the officers who were most likely to know whether the allegation contained any truth. I made the case known to the Deputy Minister, who considered that the Warden alone should be questioned on the subject, being the chief executive officer and consequently the party who would be compromised if the Chaplain had been doing as mentioned. Accordingly, the Warden having been advised by the Deputy Minister how injuriously it would affect his own position, if Father Leclerc were acting as reported—was asked what he had to say to the statement in circulation regarding the Revd. R. C. Chaplain. He replied that there is not the slightest foundation for the report. That Father Leclerc had never interfered with nor usurped his prerogatives or duties as Warden; that he had not, or does not exercise any undue influence over the officers or convicts; that he does not meddle with the appointment or dismissal of officers; that he (the Warden) sometimes takes occasion to ask the advice of and consult with the Chaplain on matters concerning the Penitentiary; that he feels himself at perfect liberty to adopt or reject the Chaplain's counsels as he may see fit; and that the Chaplain regularly and zealously attends to his own duties alone without interfering or meddling with those devolving upon an officer of the staff. The Warden added further that had Father Leclerc interfered with his administration as alleged, he would have opposed it, and, if necessary, reported it to the Inspector.

I certify the foregoing, as regards the Roman Catholic Chaplain, to be correct.

GODF. LAVIOLETTE,

Warden.

True copy.

H. LANCTOT,
Clerk.

On the 30th June, 1881, the population of the Penitentiary,
was..... 318
Of this number, 268 were Roman Catholics, and 50 Protestants.
Received during the year..... 123

Total..... 441

Of 123 received during the year, 106 were Roman Catholics,
and 17 Protestants.

Discharged during the year..... 125

Total number remaining, 30th June, 1882 316

Of which, 275 were Roman Catholics, and 41 Protestants.

I have the honor to be, Sir,
Your obedient servant,

JOS. U. LECLERC,
Priest.

J. G. MOYLAN, Esq.,
Inspector of Penitentiaries.
Canada.

REPORT OF THE PROTESTANT CHAPLAIN, FOR THE YEAR ENDING 30TH JUNE, 1882.

ST. VINCENT DE PAUL PENITENTIARY, 1st July, 1882.

SIR,—I have the honor to present my Report for the year ending 30th June
last past:—

No. on books 1st July, 1881.....	50
“ admitted during the year.....	16
	— 66
“ discharged by expiration of sentence.....	17
“ pardoned	2
“ transferred to Kingston.....	1
“ “ “ Roman Catholic Chapel.....	4
“ died	1
	— 25
	—
“ remaining on books.....	41
	—

Religious denominations of those admitted :

Church of England.....	6
Presbyterian.....	3
Methodist.....	3
Lutheran.....	2
None	2
	— 16
	—

Of these sixteen admitted, five acknowledged the justice of their convictions, fourteen used intoxicating liquors, eleven seldom attended Divine Service, only three possessed a fair amount of religious knowledge, and two had been convicted twice before.

The usual Sunday and other services have been regularly holden, and a large amount of religious knowledge has been imparted after morning prayers and other occasions; the sick and refractory have been regularly visited; and, on the whole, my ministrations have been acceptable.

In consequence of the changes of teacher, I have not held the usual quarterly examinations, but they will now be resumed.

The skill and anxious care of the physician, and the great kindness of the hospital attendants, displayed towards one who, after a prolonged sickness, died there, are worthy of the highest commendations.

I have the honor to be, Sir,
Your obedient servant,

JOHN ALLAN,
Protestant Chaplain.

J. G. MOYLAN, Esq.,
Inspector of Penitentiaries.

ST. VINCENT DE PAUL PENITENTIARY,
23rd November, 1882.

MY DEAR SIR,—With regard to the state of the school for the year ending 30th June last past, I have to observe that Mr. De Montigny having taken charge thereof about the beginning of April, 1881, the Chaplains thought that some time should be allowed to pass before the usual quarterly examinations should be held, in order that the master might have sufficient time to become well acquainted with his pupils, and be at home in the performance of his peculiar scholastic duties.

Accordingly, with the exception of visiting the school occasionally, no examination was held until 29th November, when it appeared that Mr. De Montigny had exerted himself very creditably during the eight months that he had then had charge of the school.

There was no quarterly examination held in March, as would have been had if not appeared that a change in the mastership was imminent.

As Mr. Manning took charge from 1st May, only two months of the current year remaining, no examination was deemed proper to be held, for the same reason assigned with reference to Mr. De Montigny.

The Protestant library contains at this date 451 volumes. Of these fully one half require repairing. In many cases several pages are missing, and, on account of the ardent desire for the perusal of books different from those taken out on Tuesday and Saturdays, it is frequently impossible to tell in whose hands they may have been before they are returned again. It is hence apparent that the cost is yearly enhanced on this account.

As the grant to the Protestant library for the current year amounts to \$19, while that to the chapel amounts to \$31, say \$50 together, with your permission, as the present needs of the chapel are small, a portion of the grant assigned to it, might with advantage, be laid out in the purchase of such works as would be highly valued by those intelligent men who desire either works of useful study, as educational, or such as would tend to employ their minds on higher subjects than are generally sought after here.

I remain, dear Sir,
Yours very faithfully,

JOHN ALLAN,
Protestant Chaplain.

Translation.

ST. VINCENT DE PAUL PENITENTIARY,
12th October, 1882.

SIR,—I have the honor to present my Annual Report for the year ending 30th June, 1882.

The hygienic condition of this Institution has been generally good. The diseases which I have had to deal most with arose from exposure to cold. So

throat, rheumatism, and the ordinary simple cough had been more common during the course of the year than any of the preceding years, owing to the sudden change of temperature and the unhealthy state, generally, of last winter. Those diseases, however, easily yielded under appropriate treatment.

The annexed statistics show the number of convicts who have been treated both in the infirmary and in their cells. There have been during the course of the year three deaths in the institution. One caused by the aneurism of the femoral artery. The other was caused by pulmonary consumption. This convict had been pardoned by the Minister of Justice three days previous to his death; being then too feeble, was unable to leave the Penitentiary. The third death was caused by typhoid fever. I am happy to be able to say that the measures and precautions which were then adopted had the desired effect of preventing the spread of this dire disease. I have to remark, furthermore, that I did all in my power to find a suitable person, outside of the Penitentiary, to take charge of this patient during his illness, but was unsuccessful. I accepted the voluntary services of two convicts, with the consent of Mr. Mackay, then acting Warden. Those convicts attended the patient, in turns, during his long sickness. They took all the care of him that could be possibly expected, and endeavored to soothe him with almost the same kindness that a mother would her child.

There have been five convicts transferred to the Insane Asylum at Kingston, amongst whom was an epileptic, who had fits of epilepsy four or five times every week. On the 25th of last April one of the officers of the Institution, while in the pursuit of four convicts who were making their escape, after having bound fast the officer in charge, accidentally received a bullet wound, which entered by the inferior part of the sternum and passed through the muscles of the abdomen, by the side of the second false rib, and was stopped by the third posterior rib, where it was extracted. This officer is now fully recovered, and has for some months past been discharging his ordinary duties at the Penitentiary. This has been the only serious accident that occurred during the course of the year.

The number of officers who have been under medical treatment during the year was thirty-seven; the number of days lost by sickness, four hundred and seventeen.

In terminating this Report, I have to thank all the officers of the institution for the aid which they have given me in accomplishing my many duties. I have to return my sincere thanks to the Warden for the marked kindness he has always manifested towards me in my relations with him, and the assistance which he has rendered me at all times in the discharge of my duties.

I have the honor to be, Sir,

Your most obedient servant,

J. T. POMINVILLE, M.D.,
Surgeon.

J. G. MOYLAN, Esq.,
Inspector of Penitentiaries.

No. 1.

ANNUAL RETURN of Sick treated in the Hospital and Cells of St. Vincent de Paul Penitentiary, during the Year ended 30th June, 1882.

Diseases.	Remained.	Admitted.	Discharged.	Died.	Remaining.	Diseases.	Remained.	Admitted.	Discharged.	Died.	Remaining.
						Brought forward.....	152	150	2	...	...
Acné.....	8	8				Hæmorrhoids.....	20	20			
Abscess.....	3	3				Hydrocele.....	1	1			
Asthma.....	2	2				Hamateucesis.....	2	2			
Aneurism of femoral artery.....	1			1		Insane.....	1	1			
Blepharitis.....	3	3				Lumbago.....	8	8			
Boils.....	8	8				Neuralgia.....	6	6			
Bronchitis.....	10	10				Ophthalmia.....	15	14			
Buboes.....	4	4				Orchitis.....	1	1			
Cardialgia.....	6	6				Phthisis (pulmonary).....	1			1	
Cholera (sporadic).....	1	1				Phimosi.....	4	4			
Contusion.....	8	8				Pleurisy.....	1	1			
Coryza.....	8	8				Pleurodynia.....	6	6			
Diarrhœa.....	34	34				Pneumonia.....	3	3			
Diphtheritis.....	1	1				Pyrosis.....	14	14			
Dyspepsia.....	12	12				Ringworm.....	3	3			
Dysentery.....	10	10				Rheumatism.....	2	2			
Erysipilas.....	1	1				Scrofula.....	2	2			
Epistaxis.....	1	1				Scorbu.....	3	3			
Febricula.....	2	2				Sprains.....	6	6			
Fever, typhoid.....	1			1		Stricture.....	5	5			
Fracture of leg.....	1	1				Syphilis secondaire.....	12	12			
Gonorrhœa.....	10	10				Tonsilitis.....	13	13			
Hypocondriæ.....	1	1				Ulcer.....	12	12			
Heart disease.....	11	11				Urethritis.....	6	6			
Hernia.....	3	3				Wounds.....	16	16			
Hæmoptysis.....	2	2				Whitlow.....	2	2			
Carried forward.....	152	150	2			Total.....	317	313	3		

J. T. POMINVILLE, M.D.,
Surgeon, St. Vincent de Paul Penitentiary.

No. 2.

ANNUAL RETURN of Deaths in Hospital of St. Vincent de Paul Penitentiary, during the Year 1881-82.

Names.	Age.	Disease.	When Admitted.	Died.	Country.	No. of days in Hospital.
			1881.	1881.		
Zéphirin Bertrand.....	18	Typhoid fever.....	Sept. 3...	Sept. 30...	Canada.....	2
Charles Lymas.....	35	Aneurism of femoral artery.....	Oct. 9...	Nov. 24...	United States..	4
Alfred Tessier.....	30½	Pulmonary phthisis.....	Nov. 7...	do 19...	Canada.....	1

J. T. POMINVILLE, M.D.,
Surgeon, St. Vincent de Paul Penitentiary.

No. 3.

STATEMENT of Accidents to Convicts in the St. Vincent de Paul Penitentiary, for the Year 1881-82.

Date.	Names.	Where Employed.	Nature of Accident.	Cause of Accident.	No. of days in Hospital.
1881.					
Aug. 24...	Wm. Cardinal...	Carpenters' shop	Wound of thumb by circular saw.....	Sawing a piece of timber...	13
Oct 27...	Patrick Malone..	Stone shed.....	Fracture of leg.....	A stone having fallen on his leg.....	122
1882.					
April 10...	Wm. Gravel	Carpenters' shop	Wound of foot with an axe	Cutting a piece of timber	15

J. T. POMINVILLE, M.D.,
Surgeon, St. Vincent de Paul Penitentiary.

No. 4.

FORMAL LIST of Officers employed in the St. Vincent de Paul Penitentiary, as on the 30th June, 1882, giving the rate of pay, age and date of appointment.

Name.	Rank.	Salary.	Age	Date of Appointment.	Remarks.
		\$			
Prodefroy Laviolette.....	Warden.....	2,600	56	1881	
U. Leclerc	Rom. C. Chaplain.....	1,200	44	May 20, 1873	
John Allan.....	Protestant Chaplain...	1,200	69	do 20, 1873	
Mesphore Ouimet.....	Deputy Warden	1,400	38	Dec. 15, 1881	
T. Pominville.....	Surgeon	1,200	57	May 20, 1873	
S. Malepart.....	Accountant.....	1,000	33	June 1, 1882	
J. Lancôt.....	Clerk	700	66	Dec. 15, 1875	
Thomas McCarthy	Chief Keeper.....	800	46	do 1, 1881	
George B. Lamarche	Storekeeper.....	700	40	March 1, 1880	
André Mazurel.....	Steward	650	51	May 20, 1873	
Jourdan Beland.....	Chief Instructor and Clerk of Works.....	1,000	54	Sept. 2, 1881	
James Devlin	Engineer	780	32	Dec. 1, 1874	
Henry Harnett	Hospital Keeper	600	37	May 6, 1881	
Howard Kenny	Farmer	580	32	Jan. 1, 1876	
John Manning	Schoolmaster	600	30	May 1, 1882	
John Vaudry	Trade Instructor.....	700	55	do 20, 1873	
Adore Therrien	do	700	46	April 6, 1882	
Thomas Leblanc	do	600	61	Oct. 23, 1881	
Procope Dumas	do	560	44	May 20, 1873	
Auguste Leduc.....	do	560	44	do 20, 1873	
Bel Beuparlant	do	500	49	April 15, 1877	
David Léonard.....	Messenger.....	450	51	Dec. 1, 1877	
John Lynch	Keeper.....	500	44	May 20, 1873	
Thézime Sigouin	do	500	47	do 20, 1873	
Francis P. McIlwaine.....	do	500	42	May 20, 1873	
John B. Desormeau.....	do	500	44	do 20, 1873	
James Blaine	do	500	49	do 20, 1873	
Joseph Demers.....	do	500	36	do 20, 1873	
Emuald Gadbois.....	do	500	35	do 20, 1873	
Phonse Dequoy.....	do	500	44	do 19, 1873	

No. 4.—NOMINAL List of Officers employed in the St. Vincent de Paul Penitentiary &c., &c.—*Concluded.*

Name.	Rank.	Salary.	Age	Date of Appointment.	Remarks.
		\$			
Zéphirin Lacasse.....	Guard.....	450	53	July 14, 1873	
Jean Bapt. Gauthier.....	do	450	40	do 1, 1873	
Nap. Charbonneau.....	do	450	33	do 7, 1873	
Adolphe Lefebvre.....	do	450	42	do 13, 1873	
Magloire Bélanger.....	do	450	55	Jan. 1, 1876	
Gilbert Chartrand.....	do	450	41	July 1, 1876	
James Carty.....	do	450	55	Dec. 7, 1876	
Alfred Pudney.....	do	450	44	do 19, 1876	
U. Chartrand.....	do	450	38	Jan. 1, 1879	
Jean Bapt. Lemay.....	do	450	45	June 1, 1879	
Charles Saillon.....	do	450	44	May 1, 1880	
Moise Roger.....	do	450	40	do 1, 1880	
Fabien Hogue.....	do	450	47	July 1, 1880	
François Couvrette.....	do	450	43	May 12, 1881	
Ferd. Chartrand.....	do	450	47	Oct. 20, 1881	
Edouard Prévost.....	do	450	32	do 20, 1881	
Hector Demers.....	do	450	28	Feb. 1, 1882	
Daniel Oshea.....	do	450	45	March 1, 1882	
Aristide Rochon.....	do	450	40	do 1, 1882	
Napoléon Plouffe.....	do	450	32	do 6, 1882	
Jos. C. Durocher.....	do	450	42	do 13, 1882	
Peter McDonald.....	do	450	32	April 20, 1882	
Olivier Lamaire.....	do	450	52	do 21, 1882	
P. H. Reynolds.....	do	450	42	do 21, 1882	
O. L. Aymond.....	do	450	42	do 21, 1882	
Roch. Labelle.....	do	450	43	May 20, 1882	
François Plouffe.....	do	450	.....	do 16, 1882	
Jean B. Courcy.....	do	450	.....	June 22, 1882	
Isaïe Cloutier.....	Teamster.....	450	37	Nov. 4, 1881	
Jérémie Leblanc.....	do	250	34	do 9, 1881	

No. 5.

STATEMENT of the Number of Convicts in the different Departments and places in the St. Vincent de Paul Penitentiary, on the 30th June, 1882.

How Employed.	No. of Men.	How Employed.	No. of Men.
Shoemakers.....	16	Yard.....	1
Tailors.....	17	Dining hall.....	4
Blacksmiths.....	11	Kitchen.....	10
Bakery.....	4	Clothing room.....	13
Carpenters.....	26	East wing.....	11
Tinsmiths.....	6	South wing.....	11
Stonecutters.....	39	Hospital.....	4
Warden's quarters.....	1	School and library.....	2
Masons.....	45	Undergoing punishment.....	8
Tramway.....	4	Roman Catholic chapel.....	1
Farm.....	34	Hall door and offices.....	6
Quarry.....	19		
Wood shed and stone pile.....	23	Total.....	316

No. 6.

RETURN of Convicts who have been Pardoned out of the St. Vincent de Paul Penitentiary, during the Year ended 30th June, 1882, with Crime and Place where Convicted.

No.	Name.	Crime.	Place.
1	Louis Thibault.....	Larceny.....	Three Rivers.
2	François Forest <i>alias</i> Banette.....	Riotously damaging an office.....	Quebec.
3	Frederic Seymour <i>alias</i> Holt.....	Wounding with intent to murder.....	do
4	Alfred Tessier.....	Obtaining goods by false pretence.....	do
5	Thomas Kelly.....	Breaking into a shop and stealing therein.....	Montreal.
6	Denis Hughes.....	Burglary.....	Quebec.
7	Edouard Cyr.....	Larceny.....	Montreal.
8	William Miller.....	do.....	do
9	Michael Burns.....	Burglary.....	do
10	Moses Miller.....	Larceny.....	do
11	Jacob Miller.....	do.....	do
12	Joseph Labelle.....	do.....	do
13	Charles Sturges.....	do.....	St. Joseph, Beauce.
14	Jean Baptiste Pepin.....	Attempt to, commit rape.....	St. John's, Que.
15	James O'Connell.....	Stealing from the person.....	Montreal.
16	Jean S. Paquet.....	Larceny as a clerk.....	do
17	H. Héraud.....	Felony.....	do

No. 7.

LIST of Convicts who have been Re-committed in the St. Vincent de Paul Penitentiary during the Year ended 30th June, 1882.

No.	Name.	1st Re-com-mitment.	2nd Re-com-mitment.	3rd Re-com-mitment.	No.	Name.	1st Re-com-mitment.	2nd Re-com-mitment.	3rd Re-com-mitment.
1	James McDermott.....	1	.....	.....	21	Frs. Xavier Moreau.....	1	.....	.....
2	Edmond Massée.....	1	.....	.....	22	Joseph Gauthier.....	.....	1	.....
3	Remi Montbriant.....	1	.....	.....	23	Cyprien Courtois.....	1	.....	.....
4	Paul Thomas.....	.....	1	.....	24	Joseph Bellehumeur.....	1	.....	.....
5	Antoine Lafranchise.....	1	.....	.....	25	Darius Frost.....	1	.....	.....
6	William Blaney.....	1	.....	.....	26	Louis Etue.....	.....	1	.....
7	Ferdinand Daigneau.....	1	.....	.....	27	Louis Leblanc.....	.....	1	.....
8	Edouard Demers.....	.....	.....	1	28	John Rock.....	1	.....	.....
9	Joseph Pesant.....	1	.....	.....	29	Charles Findlay.....	1	.....	.....
10	William Martin.....	1	.....	.....	30	Joseph Hogue.....	.....	1	.....
11	Michael McMahon.....	1	.....	.....	31	Antoine Ozémar <i>dit</i> Altérac.....	1	.....	.....
12	Joseph Toussignant.....	1	.....	.....	32	Thomas Callaghan.....	1	.....	.....
13	Michael Cronan.....	1	.....	.....	33	James Kerr.....	.....	1	.....
14	Jean Baptiste Gagnon.....	1	.....	.....	34	Félix Laroche.....	1	.....	.....
15	Charles Giroux.....	1	.....	.....	35	François Senay.....	.....	1	.....
16	Edward Henry Desloriers.....	1	.....	.....	36	Arsène Latendresse.....	1	.....	.....
17	Joseph Portelance.....	1	.....	.....	37	Louis Hardy.....	1	.....	.....
18	Louis Paquette.....	1	.....	.....			
19	Joseph Larose.....	1	.....	.....			29	7	1
20	George Derome <i>alias</i> Descareau.....	1	.....	.....			
						Total.....			37

No. 8.

RETURN of Remission of Sentence earned by Convicts discharged from the Vincent de Paul Penitentiary, during the Year ended 30th June, 1882.

No.	Description.	Days earned.	No.	Description.	Days
1	Convict earned	58	1	Convict earned	
1	do	62	1	do	
1	do	66	1	do	
1	do	67	2	do	
1	do	70	3	do	
1	do	71	3	do	
1	do	74	4	do	
3	do	75	5	do	
1	do	76	25	do	
31	do	77	1	do	
1	do	93	2	do	
1	do	97	1	do	
1	do	103			
1	do	112	95		

No. 9.

STATEMENT of Movement of Convicts at St. Vincent de Paul Penitentiary, from midnight of 20th June, 1881, until midnight of 30th June, 1882.

Description.	Male.	Female.	Total.	Male.	Female.
Remaining at 12 p.m., 30th June, 1881				318	
Received since from Common Jail				121	2
				439	2
Discharged since—					
By expiration of sentence	95		95		
By being pardoned	17		17		
Transferred to Kingston Penitentiary	2	2	4		
do Criminal Asylum	5		5		
Removal by order of Court	1		1		
Deaths	2		2		
Escape	1		1		
				123	2
Remaining at midnight, 30th June, 1882				316	

COMPARATIVE STATEMENT of Movement of Convicts in the St. Vincent de Paul Penitentiary for the Nine Years ended 30th June, 1882.

Year.	ADMISSION.				DISCHARGE.												Remaining at 12 p.m. on 30th June.		Average per Month.		Average per Day.									
	Common Jails.		Reformatory.		Recaptured.		Total.		Expiration of Sentence.		Par-doned.		Sent to Lunatic Asylum.		Escape.		Death.		Other Penitentiaries.		Removed by Order of Court.		Total.		Remaining at 12 p.m. on 30th June.		Average per Month.		Average per Day.	
	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.
1873-74	74	1	.....	.....	.....	.....	74	1	45	.....	5	.....	1	.....	3	.....	.....	.....	.....	.....	.....	.....	55	1	95	141	.....	141	124½	120½
1874-75	141	126	.....	.....	.....	.....	126	1	127	31	9	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	160	1	161	117	.....	117	143½	143½
1875-76	117	168	.....	.....	.....	.....	168	1	169	58	8	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	121	1	122	161	.....	161	130½	131½
1876-77	161	163	.....	.....	.....	.....	165	2	165	22	14	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	101	.....	101	225	.....	225	204½	204½
1877-78	225	184	.....	.....	.....	.....	186	2	186	64	20	.....	2	.....	.....	.....	2	.....	.....	.....	.....	.....	150	2	152	259	.....	259	250½	253½
1878-79	259	196	.....	.....	.....	.....	198	1	199	69	12	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	150	1	151	307	.....	307	283½	283½
1879-80	307	153	.....	.....	.....	.....	158	2	160	105	10	.....	4	.....	.....	.....	3	.....	.....	.....	.....	.....	120	2	122	345	.....	345	325½	327½
1880-81	345	151	.....	.....	.....	.....	151	4	155	112	20	.....	.....	.....	2	.....	2	.....	.....	.....	.....	.....	178	4	182	318	.....	318	346	346
1881-82	318	119	.....	.....	.....	.....	121	2	123	95	17	.....	5	.....	1	.....	2	.....	.....	.....	.....	.....	123	2	125	316	.....	316	307½	307½
1995	1334	14	7	4	.....	.....	1345	14	601	.....	115	.....	15	.....	10	.....	9	.....	306	14	1	.....	1148	14	1162	2189	.....	.....	.....	.....

No. 11.

Showing the number of Convicts during the year ended 30th June, 1882:—

The largest number at any time during the year was 319; the smallest number at any time during the year was 296; the average number during the year per day was 307 $\frac{3}{4}$. Monthly average:—

July, 1881.....	317 $\frac{1}{3}$	January, 1882.....	301
August, ".....	315 $\frac{9}{10}$	February, ".....	300
September, ".....	309 $\frac{1}{3}$	March, ".....	298
October, ".....	306	April, ".....	303 $\frac{1}{2}$
November, ".....	307 $\frac{1}{5}$	May, ".....	307 $\frac{2}{3}$
December, ".....	306 $\frac{2}{3}$	June, ".....	312 $\frac{1}{2}$

No. 12.

CRIMINAL Statistics, St. Vincent de Paul Penitentiary, for the Year ending 30th June, 1882.

Description.		Male.	Female.	Total.	Description.		Total.
Race.....	White	119	2	121	Country.....	East Indies.....	1
	Colored	2	.....	2		Germany	1
		121	2	123			121 2 12
Marital.....	Single.....	82	1	83	Religion.....	Catholic.....	105
	Married.....	39	1	40		Church of England ...	5
		121	2	123		Methodist	4
Age.....	Under 20 years.....	26	1	27		Lutheran	2
	From 20 to 30.....	54	1	55		Presbyterian.....	3
	do 40 to 50.....	15	.....	15		None.....	2
	do 50 to 60.....	6	.....	6			121 2 12
		121	2	123	Occupation.	Laborers	47
Education...	Read only	12	.....	12		Shoemakers	13
	Cannot read	49	.....	49		Joiners	6
	Read and write	60	2	62		Barbers.....	4
		121	2	123		Clerks.....	4
Moral habits	Temperate.....	71	2	73		Painters	4
	Intemperate	50	.....	50		Farmers	4
		121	2	123		Tailors	4
Country.....	Quebec	98	2	100		Masons.....	4
	England.....	5	.....	5		Waiters.....	3
	United States	10	.....	10		Tinsmiths	3
	Ireland	3	.....	3		Carters.....	3
	France	3	.....	3		Plasterers.....	3
						Machinist.....	2
						Stonecutters	2
						Sadlers	2
						Leather cutter	1
						Gardener	1
						Cigarmaker	1
						Sailor	1
						Wheelwright	1
						Carrier.....	1

No. 12.—CRIMINAL Statistics, St. Vincent de Paul Penitentiary—*Concluded.*

Description.		Male.	Female.	Total.	Description.		Total.
Occupation..	Butcher	1	1	2	District.....	Montreal	76
	Weaver	1	1	2		Quebec.....	15
	Cook.....	1	1	2		St. Hyacinthe.....	5
	Notary	1	1	2		St. Francis.....	5
	Confectioner.....	1	1	2		Bedford	4
	Tanner.....	1	1	2		Montmagny	4
	Trader	1	1	2		Arthabaska.....	3
		121	2	123		Gaspé	3
						Beauce	2
						Beauharnois	1
						Richelieu.....	1
						Chicoutimi.....	1
						Ottawa	1
							121
me	Larceny	55	55	110			2
	Steal'g from the person.....	11	11	22			123
	Stealing horses.....	10	10	20			
	Stealing money.....	7	7	14			
	Robbery	7	7	14			
	Aggravated larceny.....	4	4	8			
	Wounding	4	4	8			
	Burglary	3	3	6			
	Stealing cattle	3	3	6			
	Bigamy.....	3	3	6			
	Manslaughter.....	3	3	6			
	Burglary and larceny.....	3	3	6			
	Receiving	2	2	4			
	Arson	1	1	2			
	Murder	1	1	2			
	Stealing P. O. letter	2	2	4			
	Carnally abusing a child under 10 years.....	1	1	2			
	Uttering, &c.....	1	1	2			
		121	2	123			

No. 13.

SUMMARY Punishments awarded in the St. Vincent de Paul Penitentiary, during
Year ended 30th June, 1882.

Month.	No. in Punishment Cell.	No. Flogged.	No. of Lashes inflicted.	No. Chained.	No. on Bread.	No. on Hard Bed.	No. Deprived of School.	No. who lost part of their Remission.	No. who lost Light.
1881.									
July.....	41	.....	.....	.....	10	22	1	42	.....
August.....	30	1	24	.....	7	30	.....	35	.....
September.....	27	.....	.....	.....	5	37	1	30	.....
October.....	20	.....	.....	.....	12	10	1	37	8
November.....	13	.....	.....	.....	17	10	7	51	1
December.....	12	.....	.....	.....	22	.....	.....	49	.....
1882.									
January.....	10	2	24	.....	15	18	.....	43	2
February.....	11	.....	.....	.....	2	2	.....	28	.....
March.....	10	.....	.....	.....	1	2	.....	30	.....
April.....	17	.....	.....	1	1	4	.....	27	.....
May.....	16	.....	.....	2	1	1	1	50	.....
June.....	8	2	48	1	.....	1	4	37	3
	215	5	96	4	93	137	15	459	14

No. 14.

DE. THE DOMINION OF CANADA in account with the St. Vincent de Paul Penitentiary, for the Year ended 30th June, 1882. Cr.

1882.		\$ cts.	\$ cts.	1881.		\$ cts.	\$ cts.
June 30...	To Salaries.....	35,601 77		July 11...	By Warrant.....		400 00
May 31...	Officers' retiring allowance.....	2,024 77		do 31...	Official pay-list.....		2,967 68
	Uniform.....	3,908 28		Aug. 15...	July accounts.....		4,908 72
	Rations.....	14,921 10		do 31...	Official pay-list.....		2,967 68
	Clothing.....	5,572 29		Sept. 14...	August accounts.....		7,987 49
	Travelling allowance.....	980 00		do 30...	Official pay-list.....		2,911 02
	Discharge clothing.....	2,369 40		Oct. 18...	September accounts.....		4,358 92
	Bedding.....	1,033 13		do 31...	Official pay-list.....		2,911 97
	Interments.....	3 90		Nov. 4...	Warrant, J. Cooper.....		1,566 51
	Chapels.....	171 29		do 23...	October accounts.....		4,460 90
	Libraries.....	116 11		do 30...	Official pay-list.....		2,976 73
	School.....	41 28		Dec. 16...	November accounts.....		4,372 99
	Escapes.....	248 64		do 31...	Official pay-list.....		2,983 09
	Hospital.....	538 71		1882.			
	Transfer of convicts.....	147 46		Jan. 31...	December accounts.....		4,756 01
	Contingencies.....	699 72		do 31...	Official pay-list.....		2,982 03
	Heating.....	4,026 70		Feb. 28...	January accounts.....		3,119 47
	Light.....	1,057 30		do 28...	Official pay-list.....		2,968 18
	Repairs to buildings.....	4,214 76		do 28...	Warrant to pay Beaudry and La-		
	Maintenance of machinery.....	191 65			marehe.....		66 64
	Armoury.....	72 50		March 31..	Official pay-list.....		2,946 42
	Kitchen.....	60 90		April 15..	February accounts.....		2,215 37
	Sundries.....	1,196 94		do 30...	Official pay-list.....		2,931 62
	Farm.....	1,396 18		May 2...	March accounts.....		3,493 24
	Stables.....	2,270 32		do 19...	April do.....		2,853 59
	John Cooper, house rent.....	566 20		do 31...	Official pay-list.....		2,960 92
	H. B. Mackay, Acting Warden from			do 31...	Warrant, Mackay, Bedson and Cooper		2,352 35
	21st June, 1881, to 24th Jan., 1882,			June 6...	Warrant, M. Kerrigan.....		458 26
	at \$98 per month.....			do 23...	May accounts.....		2,415 77
	H. B. Mackay, balance due on trip to	1,121 20		do 30...	Official pay-list.....		2,977 87
	Manitoba.....						
	L. S. Bedson, balance due on trip to	264 95					
	St. Vincent de Paul.....	400 00					
	Refund deposit.....	53 99					
			85,271 44				85,271 44

G. S. MALEPART,
Accountant.

No. 15—REVENUE.

THE DOMINION OF CANADA in Account with the St. Vincent de Paul Penitentiary, for the Year ending 30th June, 1882.

1881.	Dr.	\$ cts.	1882.	Cr.	\$ cts.
Aug. 11	To Draft in favor of the Hon. the Receiver-General.....	193 84	June 30	By Rent.....	263 6
Sept. 13	do	93 92		Store.....	108 6
Oct. 6	do	78 78		Farm.....	353 4
Nov. 28	do	136 89		Carpenters' shop.....	208 3
Dec. 12	do	36 60		Shoe shop.....	116 1
1882.				Tailors' shop.....	29 4
Jan. 12	do	104 08		Visitors' fund.....	36 7
Feb. 16	do	153 76		Brickyard.....	111 4
March 23	do	271 08		Limekiln.....	0 2
April 22	do	253 84		Bakery.....	43 0
May 20	do	181 40		Tinsmiths' shop.....	72 7
June 7	do	156 01		Blacksmiths' shop.....	210 4
July 7	do	173 13		Fines.....	1 5
				Convicts' labor.....	16 5
				Freight (refunded).....	12 3
				Tramway.....	20 0
				Stonecutters.....	157 7
				Steward's department...	70 8
		1,833 33			1,833 3

No. 16.

COMPARATIVE STATEMENT of the Earnings of Convicts in the St. Vincent de Paul Penitentiary, for the Years 1881-82.

Department.	1881.			1882.		
	Days.	Rate.	Amount.	Days.	Rate.	Amount.
	No.	cts.	\$ cts.	No.	cts.	\$ cts.
Accountant's office.....	297	50	148 50	298	50	149 0
Bakery.....	1,203½	50	601 75	1,224	50	612 0
Blacksmiths' shop.....	4,169	50	2,084 50	2,430½	50	1,215 2
Carpenters' shop.....	8,495	50	4,247 50	7,447	50	3,723 5
Chapel, library, &c., Catholic.....	1,389	50	694 50	894	50	447 0
do do Protestant.....	346	50	173 00	338	50	169 0
Excavation.....	3,676	50	1,838 00	2,849	50	1,424 5
Limekiln, &c.....	60	50	30 00			
Farm, garden and stables	7,059	50	3,529 50	5,988	50	2,994 0
Hospital orderlies	688	50	344 00	596	50	298 0
Shoe shop.....	5,816½	50	2,908 25	6,005	50	3,002 5
Steward's	12,889	50	6,444 50	14,415½	50	7,207 7
Stonecutters', masons', quarry and tramway.....	33,720	50	16,860 00	28,139	50	14,069 5
Stonebreakers', woodyard and jobbing...	6,480½	50	3,240 25	5,042½	50	2,521 2
Store.....	297	50	148 50	298	50	149 0
Tailors' shop.....	8,110	50	4,055 00	6,266	50	3,133 0
Tinsmiths' shop.....	2,112½	50	1,056 25	1,691	50	845 5
Engineers' shop	630	50	315 00	1,431	50	715 5
Total.....	97,438	.....	48,719 00	85,352½	.....	46,676 2

G. S. MALEPART,
Accountant.

No. 17.

GENERAL SUMMARY of the Value of Labor and Material used in the several Departments of the St. Vincent de Paul Penitentiary during the Year ending 30th June, 1882.

Department.	Penitentiary.		Public Works.		Customs.		Total.
	Material.	Labor.	Material.	Labor.	Material.	Labor.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
tery	5,131 49	612 00					5,743 49
Blacksmith Shop.....	557 02	778 67	74 43	280 55	180 60	2 84	1,874 11
Carpenters.....	777 72	701 44	3 28	1,067 02	16 36	64 56	2,630 38
Wm	1,371 83	2,018 00					3,389 83
Shoe Shop.....	2,995 24	632 57			42 75	24 46	2,695 02
Tables.....	2,709 00	976 00					3,685 00
Shoemakers.....		171 14		9,829 33		50 10	10,054 57
Blacksmiths Shop.....	390 88	218 19	8 27	54 65	30 76	16 56	719 31
Tailors' Shop.....	7,051 72	943 84					7,995 56
Engineers' Department.....	53 60	10 75			25	1 00	65 30
Total.....	20,038 20	7,062 60	85 98	11,231 55	270 72	163 52	38,852 57

G. S. MALEPART,

Accountant.

No. 18.

STATEMENT of Work done and Materials used in the Tailors' Department for the Year ending 30th June, 1882.

Description.	Quantity.	Material.	Labor.	Total.
		\$ cts.	\$ cts.	\$ cts.
<i>Prison Clothing.</i>				
Summer coats.....	101	100 00	50 00	150 00
Wool pants.....	110	100 00	55 00	155 00
Winter coats.....	206	651 26	80 00	731 26
Wool pants.....	307	562 26	100 00	662 26
Wool vests.....	25	20 00	10 00	30 00
Wool vests.....	60	167 50	27 50	195 00
Wool caps.....	4	2 00	1 00	3 00
Shirts.....	100	10 50	2 00	12 50
Shirts.....	2	1 95	1 00	2 95
Wool shirts.....	18	16 00	12 50	28 50
Wool cases.....	101	30 00	2 79	32 79
Wool drawers.....	68	110 60	17 00	127 60
Wool shirts.....	39	87 00	9 75	96 75
Wool mitts.....	51	10 00	0 50	10 50
Wool mitts.....	100	23 00	1 50	24 50
Wool ticks.....	12	18 00	2 00	20 00
Wool towels.....	606	90 00	3 00	93 00
Wool do.....	200	198 41	2 00	200 41
Wool caps.....	24	24 00	12 00	36 00
Wool slippers.....	10	5 44	5 00	10 44
Wool shoes.....	79	33 00	2 00	35 00
Carried forward.....				

No. 18.—STATEMENT of Work done and Materials used in the Tailor's Department
for the year ended 30th June, 1882—*Concluded.*

Description.	Quantity.	Material.	Labor.	Total.
		\$ cts.	\$ cts.	\$ cts.
Brought forward.....				
<i>Prison Clothing—Concluded.</i>				
Cotton shirts.....	120	27 74	86 00	113 74
Handkerchiefs.....	600	47 00	3 00	50 00
Oversleeves.....	3	0 80	0 50	1 30
Small bags.....	51	5 50	2 00	7 50
Canvas belts.....	4	1 00	1 00	2 00
Pieces repaired.....	9000	216 17	25 36	241 53
Sundries.....	584	74 00	66 00	140 00
Totals.....		2,624 13	580 40	3,204 53
<i>Discharge Clothing.</i>				
Discharge coats.....	121	431 46	60 50	491 96
do pants.....	121	393 25	40 00	433 25
do vests.....	121	302 50	30 00	332 50
Flannel drawers.....	121	121 00	20 00	141 00
do shirts.....	242	363 00	39 89	402 89
Totals.....		1,611 21	189 89	1,801 10
<i>Officers' Uniform.</i>				
Blue beaver caps.....	55	66 00	50 50	116 50
Oxford tweed pants.....	42	209 00	13 59	213 59
Ulster coats.....	16	169 15	11 00	180 15
Fine blue cloth coats.....	45	563 75	22 50	586 25
do do vests.....	47	195 00	9 90	204 90
Soutanes.....	3	120 00	2 59	122 59
Fine black cloth overcoats.....	2	41 00	2 00	43 00
do do pants.....	1	9 20	0 50	9 70
do do vests.....	1	5 15	0 25	5 40
Black serge pants.....	49	188 81	18 50	207 31
Blue serge suits.....	28	474 80	24 00	498 80
do caps.....	13	32 25	2 00	34 25
Fine blue cloth suits.....	4	140 00	7 00	147 00
Halifax tweed pants.....	2	5 25	1 00	6 25
Blue beaver coats.....	42	477 27	4 20	481 47
do vests.....	42	128 75	4 20	132 95
Totals.....		2,816 88	173 55	2,990 43

RECAPITULATION.

Prison clothing.....	2,624 13	580 40	3,204 53
Discharge clothing.....	1,611 21	189 89	1,801 10
Officers' uniform.....	2,816 38	173 55	2,990 43
Total.....	7,051 72	943 84	7,995 56

THOMAS LEBLANC, *Instructor.*

STATEMENT of the Number of Days' Work done and Men employed in the Tailors' Department, for the Year ended 30th June, 1882.

Month.	Men.	Days.	Rate.	Total.
				\$ cts.
1—July	23	531	50	265 50
August	22	576	50	288 00
September	22	527	50	263 50
October	22	487	50	243 50
November	21	479	50	239 50
December	21	550	50	275 00
2—January	23	587	50	293 50
February	26	504	50	252 00
March	27	593	50	296 50
April	24	514	50	267 00
May	21	489	50	244 50
June	19	429	50	214 50
Total	271	6,266	.....	3,133 00

Average number of men, $22\frac{1}{2}$.

THOMAS LEBLANC,
Instructor.

No. 19.

STATEMENT of Work done and Materials used in the Engineers' Department, for the Year ended 30th June, 1882.

For Whom.	Material.	Labor.	Total.
	\$ cts.	\$ cts.	\$ cts.
ward	29 83	6 25	36 08
rpenters'	8 65	0 75	9 40
cksmiths	1 80	.....	1 80
oe shop	0 60	.....	0 60
spital	0 50	.....	0 50
ckyard .....	.....	0 75	0 75
arden's quarters	9 65	2 00	11 65
puty Warden's quarters	2 27	1 00	3 27
stom	0 25	1 00	1 25
Total	53 55	11 75	65 30

RECAPITULATION.

stitution	53 30	10 75	64 05
stom	0 25	1 00	1 25
Total	53 55	11 75	65 30

STATEMENT of the Number of Days' Work done and Men employed in the Engineering Department, for the Year ended 30th June, 1882.

Month.	Men.	Days.	Rate.	Total.
				\$ cts.
1881—July	5	130	50	65 00
August.....	5	126	50	63 00
September.....	5	126	50	63 00
October.....	7	133	50	66 50
November.....	7	173	50	86 50
December.....	7	169	50	84 50
1882—January.....	7	139	50	69 50
February.....	5	115	50	57 50
March.....	5	107	50	53 50
April.....	5	87	50	43 50
May.....	3	78	50	39 00
June.....	2	48	50	24 00
Total.....	63	1,431	.....	715 50

Average number of men, 5½.

No. 20.

STATEMENT of Work done and Material used in the Blacksmiths' Shop, for the Year ended 30th June, 1882.

For Whom.	Material.	Labor.	Total.
	\$ cts.	\$ cts.	\$ cts.
Public Works.....	74 43	280 55	354 98
Stonecutters.....	233 06	430 60	663 66
Stables.....	63 83	94 62	158 45
Storekeeper.....	146 20	97 85	244 05
Institution.....	10 38	40 00	50 38
Carpenters.....	16 71	17 91	34 62
Farm.....	7 76	15 54	23 30
Steward.....	6 78	38 55	45 33
Excavation.....	1 20	3 00	4 20
Quarry.....	42 61	1 00	43 61
Tramway.....	6 30	5 75	12 05
Engineers.....	7 79	17 75	25 54
Tinsmiths.....	5 53	3 78	9 31
Tailors.....	0 03	0 80	0 83
Brickyard.....	1 23	2 00	3 23
Bakery.....	0 52	1 16	1 68
Shoe shop.....	1 13	2 90	4 03
Protestant Chapel.....	0 40	0 75	1 15
Hospital.....	0 55	1 75	2 30
Warden's quarters.....	0 60	0 75	1 35
Deputy Warden's quarters.....	4 31	2 21	6 52
Office furniture.....	0 10	.....	0 10
Customs.....	180 60	2 84	183 44
Total.....	812 05	1,062 06	1,874 11

STATEMENT of Work done and Materials used in Blacksmith's Shop, &c.—*Concluded*

RECAPITULATION.

For Whom.	Material.	Labor.	Total.
	\$ cts.	\$ cts.	\$ cts.
Public Works.....	74 43	280 55	354 98
Institution.....	557 02	778 67	1,335 69
Customs.....	180 60	2 84	183 44
Total.....	812 05	1,062 06	1,874 11

STATEMENT of the Number of Days' Work done and Men employed in the Blacksmiths' Department, during the Year ended 30th June, 1882.

Month.	No. of Men.	No. of Days.	Rate.	Total.
			Cts.	\$ cts.
81—July.....	8	188	50	94 00
August.....	8	177	50	88 50
September.....	7	181	50	90 50
October.....	9	169	50	84 50
November.....	10	210½	50	105 25
December.....	10	236	50	118 00
82—January.....	10	227	50	113 50
February.....	8	176	50	88 00
March.....	11	192	50	96 00
April.....	10	228	50	114 00
May.....	9	234	50	117 00
June.....	9	212	50	106 00
Total.....	109	2,430½	.....	1,215 25

Average number of men, 9½.

A. LEDUC,
Instructor.

No. 21.

STATEMENT of Work done and Materials used in the Tinsmiths' Department, for the
Year ended 30th June, 1882.

For Whom.	Material.	Labor.	Total.
	\$ cts.	\$ cts.	\$ cts.
Stewards	121 84	66 01	187 85
Stonecutters.....	2 59	1 63	4 22
Warden's quarters	8 48	4 59	13 07
Deputy Warden's quarters.....	12 84	12 08	24 92
Protestant Chapel.....	10 10	8 55	18 65
Roman Catholic Chapel.....	0 30	0 10	0 40
Shoe shop.....	11 30	3 45	14 75
Tailors.....	13 79	3 36	17 15
Blacksmiths.....	1 51	2 28	3 79
Carpenters.....	0 20	0 20	0 40
Institution.....	51 47	26 81	78 28
Quarry.....	14 89	6 05	20 94
Brickyard.....	1 98	0 70	2 68
Farm.....	4 50	1 65	6 15
Bakery.....	57 17	24 05	81 22
Hospital.....	5 12	2 17	7 29
Storekeeper.....	64 43	36 98	101 41
Engineer.....	3 04	13 90	16 94
Office furniture.....	0 66	0 50	1 16
Public Works.....	8 27	54 65	62 92
School.....	1 20	0 60	1 80
Bookbinding.....	2 85	1 60	4 45
Stables.....	0 62	0 93	1 55
Customs.....	30 76	16 56	47 32
Totals.....	429 91	289 40	719 31

RECAPITULATION.

Institution.....	390 88	218 19	609 07
Public Works.....	8 27	54 65	62 92
Customs.....	30 76	16 56	47 32
Totals.....	429 91	289 40	719 31

H. DEMERS,
Guard in Charge.

STATEMENT of the Number of Days' Work done and Men employed in the Tinsmiths' Department, for the Year ended 30th June, 1882.

Month.	Men.	Days.	Rate.	Total.
	No.	No.	Cts.	\$ cts.
881—July.....	7	175	50	87 50
August.....	7	157	50	78 50
September.....	5	97	50	48 50
October.....	6	106	50	53 00
November.....	6	149	50	74 50
December.....	6	146	50	73 00
882—January.....	5	125	50	62 50
February.....	8	112	50	56 00
March.....	7	175	50	87 50
April.....	7	175	50	87 50
May.....	9	158	50	79 00
June.....	6	116	50	58 00
Totals.....	79	1,691		845 50

Average number of men $6\frac{7}{12}$.

H. DEMERS, *Guard in Charge.*

No. 22.

STATEMENT of Work done in the Shoe Shop Department, during the Year ended 30th June, 1882.

Quantity.	Description.	Material.	Labor.	Total.
	<i>Institution.</i>	\$ cts.	\$ cts.	\$ cts.
97	Pairs discharge boots.....	176 20	55 88	232 08
70	do long do.....	138 15	56 34	194 49
62	do discharge shoes.....	81 59	21 15	102 74
64	do uniform boots.....	189 68	41 45	231 13
53	do do shoes.....	117 93	28 32	146 25
63	do brogans.....	109 36	18 89	128 25
96	do canvas slippers.....	39 13	18 37	57 50
45	do leather do.....	28 07	9 74	37 81
69	do cloth do.....	6 27	12 01	18 28
135	do convict shoes.....	189 72	46 84	236 56
1,433	do boots and shoes, repaired.....	623 07	241 71	864 78
250	do leather palms.....	18 90	1 60	20 50
461	do do mitts.....	110 13	12 37	122 50
1	Leather apron.....	0 90	0 05	0 95
$\frac{1}{2}$	Dozen hose washers.....	0 78	0 50	1 28
1	Leather strap.....	0 35	0 20	0 55
1	Chair cushion.....	1 67	0 33	2 00
2	Leather cushions.....	3 22	0 68	3 90
1	Large leather belt.....	0 62	0 28	0 90
7	Leather belts and 3 straps.....	4 16	0 54	4 70
1	do strap.....	0 45	0 05	0 50
1	do to cover stool.....	0 45		0 45
2	Revolver belts.....	0 45	0 15	0 60
4	Leather shoulder straps.....	1 36	0 14	1 50
$\frac{1}{2}$	Dozen mitts, repaired.....	0 45	0 21	0 66
4	do leather bags.....	2 03	0 27	2 30
8	Gross shoe laces.....	18 02	2 73	20 75
27	Hammocks repaired.....	9 49	4 46	13 95
200	Finger stalls.....	1 61	0 27	1 88
31	Mattresses repaired.....	2 95	8 45	11 40
	Sundries.....	17 61	4 77	22 38
	Total.....	1,894 77	588 75	2,483 52

No. 22.—STATEMENT of Work done in the Shoe Shop Department, &c.—*Concluded.*

Quantity.	Description.	Material.	Labor.	Total.
	<i>Farm Account.</i>	\$ cts.	\$ cts.	\$ cts.
.....	Harness and buckles repaired.....	87 48	40 61	128 09
1	Strip white leather.....	2 04	0 26	2 30
3	Doxen straps made.....	3 80	0 70	4 50
1	Leather hose.....	1 77	0 23	2 00
2	Back bands.....	5 38	2 02	7 40
	Total.....	100 47	43 82	144 29
	<i>Customs' Account.</i>			
42	Pairs brogans.....		10 50	10 50
2	Trunks, repaired.....	3 59	1 01	4 60
12	Pairs boots made.....	15 68	5 25	20 93
49	do shoes do.....	21 16	6 69	27 85
1	Lounge upholstered.....	1 50		1 50
20	Pairs boots and shoes repaired.....	0 82	1 01	1 83
	Total.....	42 75	24 46	67 21

RECAPITULATION.

Insstitution.....	1,894 77	588 75	2,483 52
Farm Account.....	100 47	43 82	144 29
Customs' Account.....	42 75	24 46	67 21
Total.....	2,037 99	657 03	2,695 02

STATEMENT of the Number of Days' Work done, and Men employed in the Shoe Shop Department, for the Year ended 30th June, 1882.

	No. of Men.	No. of Days.	Rate.	Total.
			Cts.	\$
1881—July.....	17	387	50	193 50
August.....	17	421	50	210 50
September.....	18	435	50	217 50
October.....	25	492	50	246 00
November.....	26	589	50	294 50
December.....	24	589	50	294 50
1882—January.....	24	594	50	297 00
February.....	25	562	50	281 00
March.....	22	569	50	284 50
April.....	23	535	50	267 50
May.....	19	449½	50	224 75
June.....	16	382½	50	191 25
Total.....	256	6,005		3,002 50

Average number of men 21½.

NOEL BEAUPARLANT,
Instructor.

No. 23.

MONTHLY STATEMENT of Work done and Materials used in Carpenters' Department,
for the Year ended 30th June, 1882.

Month.	Material.	Labor.	Total.
	\$ cts.	\$ cts.	\$ cts.
881—July.....	35 58	39 09	74 67
August.....	52 74	99 00	151 74
September.....	73 84	65 34	139 18
October.....	20 04	342 36	362 40
November.....	82 45	121 83	204 28
December.....	46 75	195 70	242 45
882—January.....	16 68	23 28	39 96
February.....	114 95	146 34	261 29
March.....	74 18	138 74	212 92
April.....	89 15	258 26	347 41
May.....	119 16	265 45	384 61
June.....	71 84	137 63	209 47
Total.....	797 36	1,833 02	2,630 38

RECAPITULATION.

Public Works.....	3 28	1,067 02	1,070 30
Institution.....	455 58	414 40	869 98
Stewards.....	322 14	287 04	609 18
Customs.....	16 36	63 56	80 92
Total.....	797 36	1,833 02	2,630 38

STATEMENT of the Number of Days' Work done and Men employed in the Carpenters'
Department, for the Year ended 30th June, 1882.

Months.	No. of Men.	No. of Days.	Rate.	Total.
			Cts.	\$ cts.
881—July.....	23	568	50	284 00
August.....	23	621	50	310 50
September.....	23	594	50	297 00
October.....	25	567	50	283 50
November.....	26	622	50	311 00
December.....	26	676	50	338 00
882—January.....	26	628	50	314 00
February.....	25	586	50	293 00
March.....	26	618	50	309 00
April.....	27	659	50	329 50
May.....	27	653	50	326 50
June.....	27	655	50	327 50
Total.....	304	7,447	.....	3,723 50

Average number of men 25½.

PROCOPE DUMAS,
Instructor.

No. 24.

STATEMENT of Work done in the Stonecutters' and Masons' Departments, during the Year ended 30th June, 1882.

Quantity.	Description.	Value.	Amount.
		\$ cts.	\$ cts.
<i>Public Works.</i>			
13	Droved coignes	2 75	35 75
76	do	2 25	171 00
220	do	1 25	275 00
10	do	1 00	10 00
9	do	2 50	22 50
126	do	1 50	1 89
1	do	2 00	2 00
2	do	3 00	6 00
5	Window sills.....	3 00	15 00
2	do	3 25	6 50
24	do	2 00	48 00
7	Inside window sills	6 00	42 00
14	Caps.....	3 00	42 00
9	do	2 25	20 25
6	do	2 00	12 00
2	do	1 50	3 00
7	Circular door jambs.....	2 75	19 25
77	do	2 50	192 50
3	Noosing	4 00	12 00
2	Archivolts	4 00	8 00
2	Rustic pilasters.....	6 00	12 00
4,545	Feet fine ashler.....	0 20	909 00
1,289	do do	0 25	322 25
705	do rockface with a wash.....	0 25	176 25
1,049	do do	0 12	125 88
658	do do	0 15	98 70
811	do do	0 20	162 20
150	Plinths.....	0 35	52 50
2,477	Days' labor at excavation, wall, &c.....	0 50	1,238 75
57	Crochets	1 25	71 25
115	do	1 00	115 00
11	Inside door jambs	1 40	15 40
32	Window do	1 25	40 00
53	do do	0 80	74 40
5	Window reefs.....	3 00	15 00
4	Frises	2 50	10 00
9	Brackets under sills	1 00	9 00
24	do	0 60	14 40
39	do	0 50	19 50
24	Rock block inside pilasters.....	1 80	4 50
79	Cornices	0 60	74 70
247	do	1 00	247 80
13	Bases.....	1 00	13 00
13	do	1 20	15 60
16	do	2 00	32 00
2	do	1 50	3 00
2	do	6 00	12 00
1	do	4 00	4 00
5	Skewbacks.....	0 50	2 50
14	do	0 15	2 10
16	do	2 20	35 20
11	do	6 00	66 00
6	do	8 66	51 96
4	Pilasses	1 50	6 00
17	Inside window sills.....	6 00	102 00
2	Arches supports for dome.....	60 00	120 00
	Cells prepared.....		1 00
Carried forward.....			5,379 60

STATEMENT of Work done in the Stonecutters' and Masons' Departments—*Concluded.*

Quantity.	Description.	Value.	Amount.
		\$ cts.	\$ cts.
	Brought forward		5,379 68
72	Built arches for ceiling, North Wing.....	1 00	72 00
132	Locks prepared for do	2 00	264 00
4,719	Yards concrete on top of cells, North Wing	0 05	235 95
60	Brick arches for ceiling do	1 00	60 00
60	do do	0 60	36 00
132	Yards concrete for do	1 00	132 00
1	Built wall on top of cells do	75 00	75 00
1	Grate in Keepers' hall do	45 00	45 00
	Pointing cells.....	45 00	45 00
1	Piece stone cut for North Wing.....	2 50	2 50
3	Toises of macadam	4 00	12 00
65	Joints for ceiling.....	0 20	13 00
30,000	Bricks laid.....	2 00	100 00
1,400	do	3 00	4 20
505	Feet stone cut and laid.....	0 20	101 00
820	do do	0 10	82 00
12,306	do flaggings cut.....	0 10	1,230 60
346	Barriques of lime.....	1 50	519 00
43	Toises masonry.....	4 00	172 00
48	do	3 00	144 00
502	Pieces rough stone	2 20	1,104 40
	Total		9,829 33

For Whom.	Total.
	\$ cts.
Steward.....	44 23
Farm.....	56 90
Institution.....	28 06
Catholic chapel.....	24 30
Deputy Warden's quarters.....	12 15
Bakery.....	5 50
Custom.....	54 10
Total.....	225 24

RECAPITULATION.

Public Works.....	9,829 33
Institution.....	171 14
Custom.....	54 10
Total.....	10,054 57

STATEMENT of the Number of Days' Work and Men employed in the Stonecutters Department, for the Year ended 30th June, 1882.

Month.	Men.	Days.	Rate.	Total.
			cts.	\$ cts.
1881—July	132	2,528½	50	1,264 25
August.....	120	2,774½	50	1,387 25
September.....	121	2,729½	50	1,364 75
October.....	119	2,567½	50	1,283 75
November.....	120	2,501	50	1,250 50
December.....	109	2,539½	50	1,269 75
1882—January.....	113	2,570	50	1,285 00
February.....	108	2,325	50	1,162 50
March.....	107	2,439	50	1,219 50
April.....	117	2,434	50	1,217 00
May.....	129	2,866½	50	1,433 25
June.....	135	2,713	50	1,356 50
Total.....	1,430	30,988	.....	15,494 00

Average number of men, 119½.

I. THÉRIEN,
Instructor.

No. 25.

BAKERY in account with St. Vincent de Paul Penitentiary, for the Year ended 30th June, 1882.

Dr.	Rate.	Amount.	Cr.	Rate.	Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
To 728 brls. and 69 lbs. flour.....	6 75	4,916 37	By 203,969 lbs. bread.....	0 03½	6,459 00
167 bushels potatoes.....	0 60	100 20	31 brls. flour.....	6 75	209 25
2,672 lbs. salt.....	0 00½	10 02	319 empty barrels.....	0 12½	39 87
129 " lard.....	0 14	18 06	370 do.....	0 10	37 00
27 " hops.....	0 15	4 05	Sundries.....		1 00
100 " malt.....	0 12	12 00			
116 " ".....	0 04	4 64			
21 cords tamarac.....	3 15	66 15			
1,224 days' Convict labor....	0 50	612 00			
Profit and loss.....		1,002 75			
		6,746 24			6,746 24

J. VAUDRY,
Trade Instructor.

STATEMENT of the Number of Days' Work done and Men employed in the Bakery Department, for the Year ended 30th June, 1882.

Month.	No. of Men.	No. of Days.	Rate.	Total.
			Cts.	\$ cts.
31—July.....	4	104	50	52 00
August.....	4	108	50	54 00
September.....	4	104	50	52 00
October.....	4	104	50	52 00
November.....	4	100	50	50 00
December.....	4	104	50	52 00
32—January.....	4	100	50	50 00
February.....	4	96	50	48 00
March.....	4	104	50	52 00
April.....	4	100	50	50 00
May.....	4	104	50	52 00
June.....	4	96	50	48 00
Total.....	48	1,224		612 00

Average number of men, 4.

J. VAUDRY,
Trade Instructor.

No. 26.

THE FARM in account with the St. Vincent de Paul Penitentiary, for the Year ended 30th June, 1882.

DR.	Rate.	Amount.	CR.	Rate.	Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Implements, seeds, tools, manure, &c.....		1,371 83	By 2,500 bush. potatoes.....	0 60	1,500 00
4,036 days' Convict labor....	0 50	2,018 00	600 " turnips.....	0 40	240 00
1,000 days' horse labor	1 00	1,000 00	300 " parsnips.....	0 40	120 00
Farmer and Gardener's salary		560 00	600 " carrots.....	0 40	240 00
2 Guards' salary.....	450 00	900 00	300 " beets.....	0 40	120 00
			200 " onions	1 00	200 00
			700 " mangold wurzels.	0 30	210 00
			10,000 heads cabbage.....	0 04	400 00
			4,000 bundles hay.....	0 10	400 00
			10,410 lbs. pork.....	0 10	1,041 00
			132 gallons milk	0 25	33 00
			Early vegetables.....		171 57
			Customs.....		307 30
			Balance.....		866 96
		5,849 83			5,849 83

EDWARD KENNY,
Farmer.

No. 27.

THE STABLES in account with the St. Vincent de Paul Penitentiary, for the Year ended 30th June, 1882.

Dr.	Rate.	Amount.	Cr.	Rate.	Amount.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
To Forage and sundries.....		2,709 00	By 4,185 days' horse labor.....	1 00	4,185 00
2 Teamsters' salary.....	2 50	500 00			
1,952 days' Convict labor....	0 50	976 00			
		4,185 00			4,185 00

EDWARD KENNY,
Farmer.

No. 28.

SUMMARY of the Stock in the several Departments of the St. Vincent de Paul Penitentiary, on 30th June, 1882.

Departments.	Amount.	Departments.	Amount.
	\$ cts.		\$ cts.
Accountant's office.....	149 55	Brought forward.....	
Armory.....	2,090 89	Catholic library	218 00
Bakery.....	598 37	Protestant do	111 00
Blacksmiths' shop.....	3,054 64	Stonecutters' quarry, &c.....	5,214 00
Bookbindery.....	18 84	Shoe shop.....	340 00
Brickyard.....	2,402 33	School.....	132 00
Catholic Chapel.....	1,094 40	Steward's department.....	18,310 00
Protestant do	286 73	Storekeepers' do	4,420 00
Carpenters' shop.....	2,238 12	Summary of real estate.....	355,260 00
Chief Keeper's office	140 47	Tailors' shop.....	2,640 00
Deputy Warden's office	28 80	Tinsmiths' shop	32 00
do Quarters	65 74	Warden's and Inspector's office.....	27 00
Engineer's department.....	1,441 69	do Quarters	27 00
Farm and stables.....	6,187 78		
Hospital.....	725 63		
Carried forward.....		Total.....	408,067 00

No. 29.

GENERAL SUMMARY of the Value of Labor performed in the St. Vincent de Paul Penitentiary, during the Year ended 30th June, 1882.

Departments.	Days.	Rate.	Amount.
		Ots.	\$ cts.
Accountant's office.....	298	50	149 00
Kitchen.....	1,224	50	612 00
Blacksmiths' shop.....	2,430½	50	1,215 25
Carpenters' do.....	7,447	50	3,723 50
Chapel, Library, &c.—Catholic.....	894	50	447 00
do do Protestant.....	338	50	169 00
Excavation.....	2,849	50	1,424 50
Stable, Gardener and Stables.....	5,988	50	2,994 00
Hospital Orderlies.....	596	50	298 00
Wash-house.....	6,005	50	3,002 50
Ward's.....	14,415½	50	7,207 75
Stonecutters, masons, quarry and tramway.....	28,139	50	14,069 50
Stonebreakers, woodyard and jobbing.....	5,042½	50	2,521 25
Store.....	298	50	149 00
Millers' shop.....	6,266	50	3,133 00
Blacksmiths' shop.....	1,691	50	845 50
Engineers'.....	1,431	50	715 50
Total.....	85,352½		42,676 25

No. 30.

RETURN of Unproductive Labor performed in the St. Vincent de Paul Penitentiary, showing the Average Number of Convicts employed in each Department, and the Number of Days' Work done, during the Year ended 30th June, 1882.

Departments.	Average.	Days.
Accountant's office.....	1	298
Kitchen.....	4	1,224
Blacksmiths' shop.....	9½	2,430½
Carpenters' shop.....	25½	7,447
Chapel Library, &c.—Catholic.....	3	894
do Protestant.....	1	338
Excavation.....	13½	2,849
Stable, garden and stables.....	21	5,988
Hospital Orderlies.....	2	596
Wash-house.....	21½	6,005
Ward's.....	47	14,415½
Stonecutters, masons, quarry and tramway.....	105½	28,139
Stonebreakers, wood yard and jobbing.....	24½	5,042½
Store.....	1	298
Millers' shop.....	22½	6,266
Blacksmiths' shop.....	6½	1,691
Engineers'.....	5½	1,431
Total.....		85,352½

No. 31.

STATEMENT showing the cost of Maintenance of the St. Vincent de Paul Penitentiary
for the Year ended 30th June, 1882.

	\$	cts.	\$	cts.
Expenditure for the Year ended 30th June, 1882.....			85,217	4
CR. Revenue for the Year, viz. :—				
By Bakery.....	43	08		
Brickyard.....	111	45		
Blacksmiths' shop.....	210	46		
Carpenters' shop.....	208	35		
Convicts' labor.....	16	53		
Farm.....	353	41		
Fines.....	1	50		
Limekiln.....	0	25		
Rent.....	263	69		
Store.....	108	64		
Stonecutters.....	157	70		
Shoe shop.....	116	18		
Tailors' shop.....	29	43		
Tinsmith's shop.....	72	74		
Visitors' fund.....	36	75		
Freight refunded.....	12	30		
Tramway.....	20	00		
Steward's department.....	70	87		
			1,933	4
By Convicts' discharge allowance.....	980	00	83,384	
do do clothing.....	2,369	40		
Transfer of convicts.....	147	46		
Maintenance of machinery.....	191	65		
Repairs to buildings.....	4,214	76		
			7,903	
			75,480	
By Earnings of Convicts, viz. :—				
Accountants' office.....	149	00		
Bakery.....	612	00		
Blacksmiths' shop.....	1,215	25		
Carpenters' shop.....	3,723	50		
Chapel, library, &c., Catholic.....	447	00		
do do Protestant.....	169	00		
Excavation.....	1,424	50		
Farm, garden and stables.....	2,994	00		
Hospital orderlies.....	298	00		
Shoe shop.....	3,002	50		
Steward's department.....	7,207	75		
Stonecutters', Masons', quarry and tramway.....	14,069	50		
Stonebreakers', woodyard and jobbing.....	2,521	25		
Store.....	149	00		
Tailors' shop.....	3,133	00		
Tinsmiths' shop.....	845	50		
Engineers' shop.....	715	50		
			42,676	
			32,804	
Average number of convicts.....			308	
do cost per <i>capita</i> for maintenance.....			\$245	07
Yearly cost of each convict after deducting value of labor.....			106	51

GEO. S. MALEPART,
Accountant.

No. 32.

SUMMARY of the Real Estate of the St. Vincent De Paul Penitentiary on the 30th June, 1882.

	\$	cts.
Warden's house and premises.....	10,700	00
Quarry and 96 acres of land.....	18,000	00
Brick house and premises	3,000	00
Water works, sewers and appurtenances.	10,500	00
Wharf.....	1,000	00
62½ acres of land.....	1,875	00
Buildings on the last-mentioned land:—		
Stone house and premises.....	1,000	00
Stonecutters' shed.....	800	00
Blacksmiths shop and coal shed.....	500	00
Carpenters and tinmiths shops and engine house	2,500	00
Penitentiary buildings	265,000	00
Stables.....	500	00
Wagon shed, harness, and grain house.....	300	00
2 hose houses, \$75.....	150	00
Shoe and tailors shops.....	800	00
Bakery	24	00
Privies.....	24	00
Ice house.....	175	00
Barn and root house.....	3,000	00
Prison walls and towers.....	7,500	00
Farm walls and fences.....	2,000	00
Bridge	600	00
One terrace of eight houses with stables, etc.....	10,000	00
2 engine sheds at quarry.....	75	00
1 shanty.....	50	00
5 watchmens' boxes.....	50	00
Iron shed.....	30	00
Brick sheds and watchmens' boxes.....	4,000	00
2 limekilns.....	600	00
Pig houses.....	30	00
Tramway and rolling stock.....	10,050	00
1 fountain.....	400	00
1 hitching post.....	30	00
Total.....	355,263	00

G. S. MALEPART,	} Valuers.
Accountant.	
G. B. LAMARCHE,	

No. 33.

STATEMENT of Debts owing the St. Vincent de Paul Penitentiary, 30th June, 1882

Good debts..... \$598 60
 Bad debts..... 361 11

\$959 71

Since paid..... 139 23

Balance still due \$820 48

G. S. MALEPART,
Accountant.

GEOF. LAVIOLETTE,
Warden.

1st November, 1882.

No. 34.

SCHOOL STATEMENT showing the Number of Pupils, Hours of Attendance and Subjects Taught, for the year ended 30th June, 1882.

Classes. Hours of Attendance.	Number.	Reading and Spelling.	Spelling only.	Writing.	Grammar.	Dictation.	Arithmetic.	
							Simple sums.	Compound sums.
9 a. m., F.....	10	10	.....	10	10	10	6	4
do E.....	11	11	.....	11	11	11	6	5
10 a. m., F.....	13	13	.....	13	13	13	7	6
do E.....	13	13	.....	13	13	13	6	7
Noon, F.....	33	21	12	33	21	21	21	12
do E.....	16	12	4	16	12	12	10	6
2 p. m., F.....	.....	.....	.....	.....	.....	.....	.....	.....
do E.....	12	10	2	12	10	10	12	.....
3 p. m., F.....	17	9	7	17	9	9	12	.....
do E.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	125	99	25	125	99	99	80	46
Total French.....	72	53	19	73	53	53	46	27
Total English.....	52	46	6	52	46	46	34	19

J. T. DORAIS,
Schoolmaster.

DORCHESTER PENITENTIARY.

WARDEN'S REPORT FOR THE YEAR ENDED 30TH JUNE, 1882.

DORCHESTER PENITENTIARY, 1st July, 1882.

SIR,—I have the honor to submit my second Annual Report on the management of this Penitentiary, with the usual returns for the fiscal year ended the 30th June, 1882.

The conduct of the convicts for the past year, I am glad to report, has been good, with the exception of five attempts at escape, resulting in four of the runaways being recaptured within twenty-four hours, and the fifth, some two months afterwards. The mode of treatment, as proposed in the third section of my last report, viz., "kind treatment, tempered with firmness," has proved—with the exceptions mentioned—very satisfactory; and in regard to these exceptions, I think that in view of the fact that we have from forty to eighty convicts, in various gangs, frequently working outside our prison enclosure, and considering the facilities for escape, from our close proximity to the woods when at work, I certainly should be thankful that we have not as yet lost a convict through escape.

The conduct of all the staff has been very satisfactory, and they appear, not only aided in their efforts to perform their general duties in connection with the prison, but they also cultivate a good feeling of friendship among themselves, which is not only most essential for the good government of the institution, but gives me valuable aid, as well as great satisfaction, in the performance of my various duties.

The total expenditure for the year, was \$41,048 22, as against \$49,956.51 for the previous twelve months, being a decrease of \$8,908.29, in favor of the year just closed.

The convict labor performed was, as you will see by reference to the returns, largely in connection with the Department of Public Works.

There remained in the prison on the 30th June, 1881, ninety four male and two female convicts. Received during the year, forty-four males and three females; discharged forty-two males, leaving on hand, 30th June, 1882, ninety-six males and two females, being an increase of five prisoners. The daily average was ninety-five and one-fourth.

The health of the prisoners, as you will see by the Surgeon's Report, has been good, with few exceptions. There was one death: that of Convict John Corey, on the 9th day of April last, of consumption.

There has not been much alteration or improvement in regard to the varied and frequent change of the works required to be done here by convicts, particularly in connection with the large portion of it performed for the Department of Public Works, thereby rendering it impossible to establish that system of order, etc., generally to be seen in penitentiaries of old standing where very little, if any, change is required of officers or gangs in respect to the work at which they are daily employed.

We have all the iron-work completed for the outside grating of the new wing, as well as a large part of that required for the inside; and that structure will not be delayed in consequence of the non-performance of my contract in connection with it.

I have provided for the cloth, etc., required for the convicts' uniforms for the next year, and we shall now endeavor to make up ourselves all the wearing apparel required for the prisoners, and I think if, under our present circumstances, we succeed in this effort, you will give us due credit for it, as we have no Tailor Instructor in the prison to assist.

Our Engineer has given all the attention he possibly could to the erection of the sawmill and machinery from the St. John Penitentiary, but he is delayed very much

in the work for want of skilled convict labor. I have asked for a further allowance for this work, as I find from the extent of it, that we shall require a larger amount than we anticipated.

I have contracted with the Department of Public Works to build a house for the Engineer and have also asked that Department for an allowance of \$500 to purchase material, etc., for the erection of a root-house. Both of these buildings are very much required, and, in fact, the latter is a matter of necessity, and I trust that that Department will grant the amount asked for.

You will see by the accompanying return of our farm products that we must have availed ourselves of all the means in our power to produce such good results. The great difficulty in making our farm productive is the want of sufficient manure. For the present season's crop I have procured a quantity of superphosphates, which are highly recommended.

Our hospital is not yet completed. I shall procure the iron required for the windows and doors, and the engineers will, as soon as practicable, have the gratings constructed. The Department of Public Works has provided for heating the building, and the surgeon strongly recommends a hot air furnace, of which I fully approve. I hope to be able ere long to report the building completed; but in the meantime we shall occupy it, and we have one patient in it now.

With your permission I visited some of the prisons in the United States last March. I spent a few days at Sing Sing, and was much pleased with the general conduct and industry of that institution; so much so that I naturally looked for the particular cause of it. I found, I may say, most of the rules of the prison similar to our own, and some of them, in my opinion, not so good; and after studying the system adopted there, and conversing with a number of the convicts, I was convinced that the principal cause of their success was the large amount of remission time allowed to well behaved and industrious convicts. This was likewise affirmed to me by the officer in charge of the prison. Their remission far exceeds ours, viz.: for two years they allow four months off; for three years, eight months off; for four years, one year off; and this remission continues at an increased ratio, so that for a term of seven years, the time off would be two years and three months. It can be easily understood how strong an inducement so large a reduction of time would be to produce good conduct and industry on the part of the convicts, first to gain the remission and afterwards to retain it.

I am sorry that the results from our quarry operations so far, are not very satisfactory. The stone as yet is very much broken up and mixed with conglomerate gravel, etc. However, I shall do all in my power to develop any good stone that may be on our property, and at present can only hope for better results. The stone taken from the quarry I will use for the foundations of the engineer's house, the root-house and the engine bed and foundations in machine shop.

Again permit me, in closing this Report, to thank you for your kindness and consideration towards me during the last year.

I have the honor to be, Sir,

Your obedient servant,

BLAIR BOTSFORD,
Warden.

JAS. G. MOYLAN, Esq.,
Inspector of Penitentiaries,
Ottawa.

REPORT OF THE PROTESTANT CHAPLAIN.

DORCHESTER PENITENTIARY, 7th August, 1882.

SIR,—In submitting my second Annual Report, as Protestant Chaplain, which I have now the honor to do, I have to state that the Sunday services in the Chapel have been held regularly throughout the year; and that the convicts, as a rule, are most orderly, and seem attentive to the different parts of the service.

The singers, about eleven in number, are evidently much interested in their duties; and, with the help of the cabinet organ, sing and chant very fairly. Miss Chipman, our obliging organist, has, with great regularity, throughout the year, given her time, on Saturday afternoons, and on Sundays, before the hour of service, to help and direct the men in practising.

Since I resigned the charge of the Parish of Dorchester, I have devoted some time, on Sunday mornings, to visiting the convicts singly in their cells, usually reading to them a few verses of Holy Scripture, and adding such remarks, as I thought might be useful.

By taking them in order, in this way, and seeing some seven or eight of them each Sunday, the whole number has been visited in a few weeks; and then the rotation has been again begun. Such private intercourse and teaching may, I think, be quite as useful as a second public service.

The sick have been regularly visited; and while there have been but few cases of sickness of a serious nature; one death has occurred during the year; and a decent and solemn burial has been given.

I occasionally visit the school, which is, I think, efficiently conducted by Mr. Short.

All the prisoners who can read are furnished with bibles in their cells, and those who wish it, with prayer books.

One may reasonably expect that the religious privileges afforded the prisoners in this institution will prove a blessing to many of them; and that the practice of attending public worship regularly, on the Lord's Day, will, in the case of the long-term prisoners especially, become so much of a habit that it will not be readily abandoned after they shall be released.

I have the honor to be, Sir,
Your obedient servant,

RICHARD SIMONDS,
Protestant Chaplain.

G. MOYLAN, Esq.,
Inspector of Penitentiaries.

ANNUAL REPORT OF THE CATHOLIC CHAPLAIN.

DORCHESTER PENITENTIARY, 3rd July, 1882.

SIR,—I have the honor to present this, my second Report as Catholic Chaplain, for the year ending 30th of June, 1882.

The number of convicts under my care is:—Men, 33; women, 4. Total, 37.

Some prisoners have been pardoned during the present year; some others have left after their term was over, but they have been replaced by new ones. So that during the whole year the number of Catholic convicts was about the same.

I feel very happy, indeed, every Sunday when I see the good conduct of all the prisoners during divine service, and the respectful attention with which they listen to the instructions given them. Two of the prisoners have had the privilege of receiving their first communion, and six others are preparing themselves for the same privilege.

A fact worth mentioning was the transit of one convict from the Catholic to the Protestant faith. Exactly one week after having been prepared for death, and received the last rites of the Roman Catholic Church, he made a declaration to the Warden that he wanted to be a Protestant. His application was sent to Ottawa and his request was granted. The reason of this change, in my opinion, was brain disease caused by epileptic fits.

Besides the regular services on every Sunday I held services also on week days on different occasions. I have visited the sick regularly, either in their cells or in the hospital. I have also visited the school in charge of Mr. Short, and I was satisfied with the progress thereof.

Our library is kept in very good order. Twenty-five new volumes, all French have been bought at the cost of \$16. The convicts exchange their books twice a month regularly, and appear to take a great interest in reading.

Finally I must say that I am quite satisfied with the management of the prison.

I must also thank the Warden and all the officers for their kindness towards me during the whole year.

I have the honor to be, Sir,
Your obedient servant,

EDWARD E. LABBÉ,
Catholic Chaplain.

J. G. MOYLAN, Esq.,
Inspector of Penitentiaries.

ANNUAL REPORT OF THE SURGEON.

DORCHESTER PENITENTIARY.

MEDICAL DEPARTMENT,

30th June, 1882.

SIR,—I have the honor to present my Annual Report for the year ending 30th June.

The sanitary condition of the Penitentiary for the last year has been good.

During the autumn a number of the windows in the top of the cupola were arranged so as to be opened or shut, as might be desired, by means of pulleys, thus greatly improving the ventilation of the dining hall.

Our new hospital is still in an unfinished state, the windows not being grated, and there is no means of heating the building. This in the summer months can be overcome, but when the cold weather comes it will be impossible to get on without heat. I trust that ere that time the hot air furnace will be put in position, as recommended by the Warden some time ago.

The general health of the convicts for the year has been good.

During the spring and summer months a very large proportion of the men were engaged at outside work, those in the shoe shop and a few others being the only men employed continuously in the buildings.

The good plain food supplied them, the regular hours of rest and exercise and perfect cleanliness tends to improve their general health and promote a state of contentment, the result of which is demonstrated in the much improved physical condition of a large number, more especially of the younger convicts, after their admission.

The larger portion of the convicts lately admitted are physically of a very poor type, being chiefly delicate or dissipated lads, and in a weak state of health.

We have not been visited by any epidemic or contagious disease during the year.

There was one male convict seized with insanity, and as we do not possess facilities for the treatment of the insane, he was sent to Kingston Asylum.

There was, as usual, a large number of applications for advice and medicine for imaginary and sight complaints.

The number admitted to hospital was nine; the number of days in hospital was one hundred and forty-nine; the number of deaths, one.

Total number of applications for advice and treatment was seven hundred and eighty; of this number you will see by statistics annexed that a large number have not been considered to require any treatment.

I have the honor to be, Sir,

Your obedient servant,

ROBERT MITCHELL,
Surgeon.

J. G. MOYLAN, Esq.,
Inspector of Penitentiaries.

CASES treated in Hospital.

Disease.	Remained.	Admitted.	Disease.	Died.	Remaining.
Scabies.....		1	1		
Erysipelas.....		1	1		
Scurvy.....		1	1		
Phthisis.....		1	1		
Consumption.....		2	1	1	
Epilepsy.....		2	2		
Erythema.....		1	1		
Sanity.....		1			1
Total.....		9	7	1	1

ANNUAL REPORT of Sick treated in the Hospital and Cells of Dorchester Penitentiary, during the Year ended 30th June, 1882.

Disease.	Remained.	Admitted.	Disease.	Died.	Remaining.
Scabies.....		1	1		
Scurvy.....		2	1		1
Phthisis.....		2	2		
Consumption.....		1	1		
Epilepsy.....		157	150		7
Erythema.....		1	1		
Sanity.....		8	6	1	1
Scabies.....		4	4		
Erysipelas.....		40	40		
Scurvy.....		2			2
Phthisis.....		13	13		
Consumption.....		3	3		
Epilepsy.....		4	4		
Erythema.....		1	1		
Sanity.....		1	1		
Scabies.....		1	1		
Scurvy.....		1	1		
Phthisis.....		1	1		
Consumption.....		5	5		
Epilepsy.....		1			1

ANNUAL REPORT of Sick treated in the Hospital, &c.—*Concluded.*

Disease.	Remained.	Admitted.	Disease.	Died.	Remaining.
Insomnia.....		3	3		
Jaundice.....		1	1		
Lepra.....		1	1		
Lumbago.....		7	7		
Neuralgia.....		2	2		
Ophthalmia.....		1			
Pleurisy.....		1	1		
Pleurodynia.....		3	3		
Psoriasis.....		1	1		
Pterygium.....		1	1		
Polypus.....		1	1		
Purpigo.....		1	1		
Rheumatism.....		9	7		
Scrofula.....		6	4		
Spermatorrhœa.....		5	5		
Syphilis.....		2	2		
Tonsillitis.....		7	7		
Urticaria.....		4	1		
Wounds.....		15	15		
Total.....		308	287	1	

ROBERT MITCHELL, M.D.,
Surgeon

MATRON'S ANNUAL REPORT.

DORCHESTER PENITENTIARY, 1st July, 1882.

SIR,—I have the honor to submit my second Annual Report of the female department of this Penitentiary for the fiscal year ended the 30th day of June, 1882.

Nothing of importance has transpired during the year excepting the arrival of three convict women; making a total of five now undergoing imprisonment.

These women are employed in prison housework, making their own clothing and mending for the male prisoners.

Their conduct has, I am glad to say, been quite satisfactory.

I have the honor to be, Sir,

Your most obedient servant,

A. CHIPMAN,
Matron

JAS. G. MOYLAN, Esq.,
Inspector of Penitentiaries,
Ottawa.

SCHOOLMASTER'S ANNUAL REPORT.

DORCHESTER, N.B., 1st July, 1882.

Sir,—I have the honor to submit my second Annual Report for the fiscal year ending 30th June, 1882, and have to say that the average daily attendance is a little below that of the first five months which is due to the following reason: a number of men who had been attending school were employed in the woods during the winter, and did not return to their dinner, otherwise I have not the least hesitation in saying but that the average would have equalled, if not exceeded that of the former.

Their conduct generally has been good, their efforts to learn satisfactory, and the diligence displayed by the majority of them to acquire a thorough understanding of the element before proceeding to another is very encouraging.

The School is frequently visited by the Warden and the Rev. Mr. Simonds, both of whom take a kindly interest in its progress.

Annexed is a sheet giving subjects for each day and how divided.

Branches taught: reading, spelling, writing and arithmetic.

Total number of scholars 39.

Average daily attendance 27.

Library.

The books in general library have withstood the wear and tear very well considering that more than one-third of them were repaired before removal; also, again, a great many are broken up altogether, and to make up that deficiency the Warden directed a catalogue to be made up which has been done and submitted to the Chaplains for their approval, before purchasing whatever number the annual grant will allow.

Total number of books issued each time seventy-eight.

I may mention that the officers have the use of the library.

I have the honor to be, Sir,

Your obedient servant,

THOMAS SHORT,
Schoolmaster.

G. MOYLAN, Esq.,
Inspector of Penitentiaries,
Ottawa.

DIVISION of Subjects, Dorchester Penitentiary, for the Year ended 30th June, 1882.

—	1st Class.	2nd Class.	3rd Class.
Monday	Arithmetic and Writing.	Reading and Writing.	Reading and Writing.
Tuesday	Reading and Dictation.	Dictation and Arithmetic.	Spelling and Arithmetic.
Wednesday	Arithmetical Signs, &c.	Arithmetical Signs, &c.	Arithmetical Signs, &c.
Thursday	Tables and Arithmetic.	Tables and Arithmetic.	Tables and Arithmetic.
Friday	Spelling and Writing.	Reading and Writing.	Spelling and Writing.
Saturday	Reading and Arithmetic.	Spelling and Arithmetic.	Reading and Arithmetic.

THE DOMINION OF CANADA in account with the Dorchester Penitentiary, for the Year ended 30th June, 1882.

1882.	June 30	Dr.	\$	cts.	\$	cts.	1881.	Cr.	\$	cts.
	To Staff—	Salaries.....	24,141	72	25,338	54	July 30 By Cash for contingencies.....		400	00
		Officers' removal expenses.....	456	00			Aug. 17 Officers' pay list No. 1.....	2,072	25	
		Uniforms.....	740	82			do 31 Officers' pay list No. 13.....	994	11	
							Sept. 29 Authority to pay August accounts.....	2,072	25	
To Maintenance—		Rations.....	4,964	99	do 39 Officers' pay list No. 24.....	1,056	77			
		Convict clothing.....	1,496	63	Oct. 29 Authority to pay September accounts.....	1,969	75			
		Travelling allowance.....	341	50	do 31 Officers' pay list No. 38.....	957	17			
		Discharge clothing.....	559	32	Nov. 18 Authority to pay October accounts.....	2,007	25			
		Instruments.....	5	56	Dec. 30 Officers' pay list No. 57.....	1,630	74			
		Chapels.....	165	80	do 19 Authority to pay November accounts.....	2,062	25			
		Library.....	16	80	do 31 Officers' pay list No. 76.....	1,949	84			
		School.....	5	10	1882.					
		Escapes.....	355	46	Jan. 26 Authority to pay December accounts.....	1,157	21			
		Hospital.....	281	55	do 26 Officers' pay list No. 88.....	2,009	75			
		Contingencies.....	155	79	Feb. 17 Authority to pay January accounts.....	2,029	70			
		Transfer of convicts.....	118	45	do 28 Officers' pay list No. 105.....	1,972	25			
		To Working Expenses		Heating.....	1,914	70	March 16 Officers' pay list No. 122.....	1,381	82	
Light.....	353			84	do 31 Authority to pay February accounts.....	1,992	81			
Repairs to buildings.....	585			55	April 22 Authority to pay March accounts.....	1,055	16			
Maintenance of Machinery.....	442			72	do 30 Officers' pay list No. 137.....	2,047	25			
Armory.....	49			03	May 17 Authority to pay April accounts.....	1,348	37			
Kitchen.....	175			39	do 31 Officers' pay list No. 153.....	1,979	75			
Stationery.....	14			40	June 13 Authority to pay May accounts.....	1,349	84			
Sundries.....	356			89	do 30 Officers' pay list No. 172.....	2,022	25			
Farm.....	382			82	do 26 Authority to pay June accounts.....	1,823	66			
Stables.....	1,108			85						
To Capital Account.				To Industries.....	5,384	19				
				To Industries.....	598	68				
				To Refund Deposit No. 35.....	1,129	86				
			461	23						
			41,379	45						

41,379 45

BLAIR BOTSFORD, Warden.

JOHN A. GRAY, Accountant.

No. 3.

RETURN of Officers Employed at the Dorchester Penitentiary as on 30th June, 1883 giving Salary, Age, &c.

Name.	Rank.	Salary.	Age.	Date of Appointment.	Remark.
		\$			
Blair Botsford.....	Warden.....	2,000	61	June 22, 1879	
John B. Forster.....	Deputy Warden.....	1,200	40	June 22, 1879	
Robert Mitchell.....	Surgeon.....	1,200	47	July 1, 1880	
John A. Gray.....	Accountant.....	900	29	Sept. 1, 1880	
Rev. A. Simonds.....	Protestant Chaplain....	500	59	July 1, 1880	
Rev. E. E. Labbé.....	R. C. Chaplain.....	500	39	July 1, 1880	
George Keefe.....	Chief Keeper.....	800	59	Dec. 1, 1861	
John Fraser.....	Storekeeper.....	700	45	July 1, 1880	
Charles Ross.....	Steward.....	650	47	Nov. 1, 1867	
Mrs. Chipman.....	Matron.....	500	60	July 1, 1880	
Mrs. Keefe.....	Deputy Matron.....	300	52	Jan. 1, 1865	
Patrick McGowan.....	Hospital Overseer.....	560	40	July 1, 1880	
Thomas Short.....	Schoolmaster.....	600	27	do 1, 1880	
Robert J. Cooke.....	Engineer and Machinist.....	780	31	do 1, 1880	
Charles Miller.....	Carpenter Instructor.....	700	34	March 1, 1868	
John Downey.....	Blacksmith do.....	700	43	May 1, 1868	
Wm. Fegan.....	Mason do.....	700	48	May 1, 1876	
Herbert S. Pipes.....	Farmer and Gardener.....	560	27	June 1, 1881	
Wm. Hogan.....	Keeper.....	500	42	Jan. 1, 1869	
Henry Godsoe.....	do.....	500	49	Aug. 1, 1869	
John Johnston.....	do.....	500	40	March 20, 1871	
Richard Umlah.....	Guard.....	450	65	May 1, 1872	
Robert Earle.....	do.....	450	42	Oct. 3, 1872	
James McDougall.....	do.....	450	41	Jan. 1, 1873	
Samuel Barnes.....	do.....	450	45	Jan. 1, 1874	
Nathan Tattre.....	do.....	450	39	Sept. 1, 1877	
Charles N. Derrah.....	do.....	450	36	July 1, 1878	
Wm. Alexander.....	do.....	450	36	do 1, 1880	
Robert V. Greenwood.....	do.....	450	44	do 1, 1880	
Patrick Shea.....	do.....	450	33	do 1, 1880	
John Corcoran.....	do.....	450	34	do 1, 1880	
George A. Hughes.....	do.....	450	48	do 1, 1880	
Vitel Legere.....	do.....	450	37	do 1, 1880	
O. M. Cormier.....	do.....	450	22	do 1, 1880	
Patrick Connell.....	do.....	450	31	do 1, 1880	
Jude Cormier.....	do.....	450	45	Nov. 8, 1881	
Robert Colburn.....	do.....	450	25	Aug. 1, 1881	
Alex. McNeil.....	do.....	450	24	March 15 1882	
James Luther.....	do.....	450	43	May 9, 1882	
James A. Lane.....	do.....	450	35	July 1, 1880	
John Curley.....	Messenger.....	450	39	May 1, 1871	

No. 4.

STATEMENT of the Movement of Convicts at the Dorchester Penitentiary, for the Year ended 30th June, 1882.

	Male.	Female.	Total.	Male.	Female.	Total.
Remaining at 12 p.m., 30th June, 1881.....	94	2	96			
Received since—						
From Common Jails.....	44	3	47	138	5	143
Discharged since—						
By Expiration of sentence.....	32		32			
Pardon.....	8		8			
Death.....	1		1			
Sent to Kingston Penitentiary.....	1		1	42		42
Remaining at 12 p.m., 30th June, 1882.....				96	5	102

No. 5.

CRIMINAL Statistics of Prisoners received at the Dorchester Penitentiary, during the Year ended 30th June, 1882.

	Description.	Male.	Female.	Total.		Description.	Male.	Female.	Total.
Race.....	White.....	37	1	38	Religion.....	Roman Catholic.....	16	2	18
	Colored.....	7	2	9		Church of England....	12	1	13
		44	3	47		Presbyterian.....	6		6
						Methodist.....	4		4
						Baptist.....	6		6
Marital.....	Single.....	31	3	34			44	3	47
	Married.....	10		10					
	Widowed.....	3		3	Crime.....	Murder.....	1		1
		44	3	47		Rape.....	1		1
Age.....	Under 20 years.....	13		13		Arson.....	1		1
	From 20 to 30 years....	15	3	18		Assault and arson.....	1		1
	do 30 to 40 do.....	8		8		Bigamy.....	3		3
	do 40 to 50 do.....	5		5		Forgery.....	2		2
	do 50 to 60 do.....	1		1		Robbery.....	4		4
	Over 60 years.....	2		2		Larceny.....	17	3	20
		44	3	47		Cattle stealing.....	1		1
						Felony.....	4		4
						Uttering forged promis- sory note.....	1		1
						Malicious injury to pro- perty.....	3		3
Country.....	Nova Scotia.....	13	3	16		Wounding with intent, &c.....	4		4
	New Brunswick.....	18		18		Killing a horse.....	1		1
	P. E. Island.....	3		3			44	3	47
	Quebec.....	1		1					
	United States.....	1		1	Occupation..	Blacksmith.....	1		1
	England.....	3		3		Shoemaker.....	2		2
	Ireland.....	3		3		Carpenter.....	2		2
	Scotland.....	1		1		Brickmaker.....	1		1
	West Indies.....	1		1		Artist.....	1		1
		44	3	47					

No. 5.—CRIMINAL Statistics of Prisoners received at Dorchester, &c.—*Concluded.*

—	Description.	Male.	Female.	Total.	—	Description.	Male.	Female.	Total.
Occupation.	Veterinary surgeon....	1	.....	1	<i>Province.</i>	<i>County.</i>			
	Sailors.....	3	.....	3					
	Laborers.....	33	.....	33	Total by Pro-	Nova Scotia.....	14	3	17
	Women.....	.....	3	3	vinces.....	New Brunswick.....	27	.....	27
		44	3	47		Prince Edward Island.	3	.....	3
<i>Province.</i>	<i>County.</i>						44	3	47
Nova Scotia.	Pictou.....	6	1	7	Sentences ...	2 years	9	3	12
	Halifax.....	5	.....	5		2½ do 1 month.....	1	.....	1
	Guysboro.....	1	2	3		2½ do	1	.....	1
	King's.....	1	.....	1		3 do	15	.....	15
	Yarmouth.....	1	.....	1		4 do	4	.....	4
		14	3	17		5 do	4	.....	4
New Bruns-						6 do	1	.....	1
wick.	St. John.....	7	.....	7		6½ do	1	.....	1
	Westmoreland..	5	.....	5		7 do	4	.....	4
	King's.....	5	.....	5		8 do	1	.....	1
	York.....	3	.....	3		10 do	2	.....	2
	Carleton.....	3	.....	3		14 do	1	.....	1
	Restigouche.....	2	.....	2			44	3	47
	Northumberland..	1	.....	1	Courts.....	Supreme Court.....	32	3	35
	Queen's.....	1	.....	1		County Court.....	12	.....	12
		27	.....	27			44	3	47
P. E. Island.	Queen's.....	2	.....	2					
	Prince.....	1	.....	1					
		3	.....	3					

No. 6.—CRIMINAL Statistics of Prisoners remaining in the Dorchester Penitential on the 30th June, 1882.

Race.....	White.....	82	3	85	Country	Nova Scotia.....	37	3	40
	Colored	12	2	14		New Brunswick.....	34	2	36
	Indian.....	1	.....	1		P. E. Island.....	7	.....	7
	Lascar	1	.....	1		Quebec	3	.....	3
		96	5	101		Newfoundland	1	.....	1
Marital	Single.....	68	3	71		United States.....	1	.....	1
	Married.....	24	.....	24		England	6	.....	6
	Widowed.....	4	2	6		Ireland.....	5	.....	5
		96	5	101		Scotland	2	.....	2
Age.....	Under 20 years.....	16	.....	16		East Indies.....	1	.....	1
	From 20 to 30 years....	48	3	51	Religion.....	Roman Catholic	33	4	37
	do 30 to 40 do	11	1	12		Church of England....	24	1	25
	do 40 to 50 do	12	.....	12		Presbyterian.....	12	.....	12
	do 50 to 60 do	6	1	7		Methodists	10	.....	10
	Over 60 years.....	3	.....	3		Baptists.....	16	.....	16
		96	5	101		No religion.....	1	.....	1
							96	5	101

No. 6.—CRIMINAL Statistics of Prisoners remaining in Dorchester, &c.—*Concluded.*

—	Description.	Male.	Female.	Total.	—	Description.	Male.	Female.	Total.
					<i>Province.</i>	<i>County.</i>			
Crime.....	Murder.....	3	1	4	Nova Scotia.	Guysboro'	2	2	4
	Manslaughter.....	1	1	2		Kings	3	3	6
	Rape.....	2	2	4		Queens.....	1	1	2
	Arson.....	2	2	4		Digby.....	1	1	2
	Assault and arson.....	1	1	2		Cape Breton.....	1	1	2
	Bigamy.....	3	3	6		Inverness.....	1	1	2
	Forgery.....	2	2	4					
	Robbery.....	3	3	6			40	3	43
	Larceny.....	33	3	36	New Brnns- wick.....	St. John.....	14	1	15
	Burglary.....	3	3	6		Westmoreland	11	11	22
	Cattle stealing.....	3	3	6		York	6	6	12
	Sheep stealing.....	3	3	6		Carleton	4	4	8
	Shop breaking.....	1	1	2		Kings.....	6	6	12
	Shop breaking and lar- ceny	12	1	13		Restigouche.....	3	3	6
	Assault.....	6	6	12		Northumberland	2	2	4
	Stabbing.....	1	1	2		Queens.....	1	1	2
	Shooting.....	1	1	2		Albert.....	1	1	2
	Unnatural crime.....	2	2	4		Gloucester.....	1	1	2
	Breach of prison.....	1	1	2	P. E. Island.	Queens.....	6	6	12
	Attempt to do greivous bodily harm.....	7	7	14		Prince.....	1	1	2
	Malicious injury to property.....	3	3	6			7	7	14
	Obtaining money un- der false pretences...	1	1	2					
	Uttering forged prom- issory note.....	1	1	2					
	Larceny and receiving stolen goods	1	1	2					
		96	5	101					
					Total by Pro- vinces	Nova Scotia.....	40	3	43
						New Brunswick.....	49	2	51
						P. E. Island.....	7	7	14
Occupation..	Shoemakers	2	2	4	Sentences...		96	5	101
	Carpenters	1	1	2		2 years.....	23	3	26
	Cooper.....	1	1	2		2 years 1 month.....	1	1	2
	Ship carpenter.....	1	1	2		2 years 4 months.....	1	1	2
	Cabinet maker.....	3	3	6		2 1/2 years.....	4	4	8
	Coach builder.....	1	1	2		3 do	26	1	27
	Tinsmith.....	1	1	2		4 do	10	10	20
	Brickmaker.....	1	1	2		5 do	12	12	24
	Baker.....	2	2	4		6 do	3	3	6
	Butcher.....	1	1	2		6 1/2 do	1	1	2
	Barber.....	1	1	2	Life.....	7 do	5	5	10
	Veterinary surgeon	1	1	2		8 do	2	2	4
	Artist.....	1	1	2		10 do	4	4	8
	Seamen.....	5	5	10		14 do	1	1	2
	Laborers.....	74	74	148		15 do	1	1	2
	Women.....	5	5	10			2	1	3
		96	5	101			96	5	101
Province.	County.				Courts.....	Supreme	70	4	74
						County.....	26	1	27
							96	5	101
Nova Scotia	Halifax.....	12	12	24					
	Pictou.....	7	1	8					
	Annapolis.....	7	7	14					
	Colchester.....	5	5	10					

No. 7.

DISTRIBUTION of Convicts at the Dorchester Penitentiary, on the 30th June, 1882.

How employed.	No.	How employed.	No.
Carpenters' shop.....	10	Brought forward.....	75
Blacksmiths' shop.....	3	Prison work	4
Shoe shop.....	6	Kitchen.....	4
Masons.....	15	Waiters.....	4
Quarrymen.....	11	Tailoring	3
Clearing up land.....	7	Wash-house.....	4
Stables.....	2	Hospital.....	1
Piggery.....	1	Sick.....	1
Teaming.....	4	Female department.....	5
General work in yard.....	16		
Carried forward.....	75	Total.....	101

No. 8.

RETURN of Convicts who have been Pardoned out of the Dorchester Penitentiary, during the Year ended 30th June, 1882.

No.	Name.	Crime.	Where Convicted.
1	M. L. Wilson.....	Larceny.....	Westmoreland, N.B.
2	Joseph Quigley.....	Manslaughter.....	Kings, N.B.
3	Hiram Brown.....	Larceny and setting fire to jail.....	St. John, N.B.
4	Wm. Haines.....	Forgery.....	York, N.B.
5	Jacques LeBreck.....	Arson.....	Westmoreland, N.B.
6	John Ring.....	Killing a horse.....	Carleton, N.B.
7	D. M. Steenes.....	Wounding to maim	Westmoreland, N.B.
8	John Kirk.....	Robbery.....	St. John, N.B.

No. 9.

RETURN of Convicts who have been Re-committed to the Dorchester Penitentiary, during the Year ended 30th June, 1882.

No.	Name.	Re-commitments.
1	James McRae.....	First re-commitment.
2	Daniel McKenzie.....	do

No. 10.

SUMMARY of Punishments awarded in the Dorchester Penitentiary, during the Year ended 30th June, 1882.

Months.	No. in Dark Cell.	No. on Bread and Water.	No. Deprived of School.	No. Deprived of Light.	No. Deprived of use of Library.	No. Deprived of Tobacco.	No. Reprimanded and Admonished.	Remarks.
1881.								
July.....	2	2	1	.....	.....	.....	4	
August.....	1	1	1	.....	.....	.....	.....
September.....	1	1	.....	.....	.....	.....	3	
October.....	.....	.....	.....	.....	.....	.....	.....
November.....	1	1	.....	.....	.....	.....	1	
December.....	.....	1	.....	.....	.....	.....	.....
1882.								
January.....	1	3	.....	.....	.....	.....	1	
February.....	2	2	.....	.....	.....	.....	2	
March.....	6	8	2	.....	.....	.....	2	
April.....	4	5	.....	.....	.....	.....	.....
May.....	2	5	2	.....	.....	.....	1	
June.....	.....	3	1	.....	.....	.....	3	
	20	32	7	.....	.....	.....	17	

No. 11.

RETURN of Convicts who have Died in the Dorchester Penitentiary, during the Year ended 30th June, 1882.

No.	Name.	Crime.	Where Convicted.
1	John Corey.....	Larceny.....	Kentville, N.S.

No. 12.

RETURN of Remission of Sentence earned by Convicts discharged from the Dorchester Penitentiary, during the Year ended 30th June, 1882.

No.	—	Days.	No.	—	Days.
19	Convicts earned	77	1	Convict earned.....	203
5	do	103	1	do	223
8	do	128	2	do	271
2	do	176	1	do	319
2	do	197	1	do	324

No. 13.

SUMMARY of the Value of Labor performed in the Dorchester Penitentiary, for the Year ended 30th June, 1882.

Department.	Customs.	Officers.	Public Works Department.	Dorchester Penitentiary	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Shoe shop	150 46	46 20	.....	218 72	415 38
Carpenter shop	18 25	62 00	160 50	721 25	962 00
Blacksmith do	1 90	.....	185 20	434 76	621 86
Tailor do .....	.....	.....	.....	336 81	336 81
Masons .....	.....	43 20	88 00	207 50	338 70
Machine shop .....	.....	.....	3,691 21	6 50	3,697 71
Waterworks and stockade .....	.....	.....	349 00	.....	349 00
Total	170 61	151 40	4,473 91	1,925 54	6,721 46

	Number of Days.	Rate per Day.	Amount.
		cts.	\$ cts.
Farm	1,392	40	556 80
Stable and teamsters	1,373	40	549 20
Lumbering	956	40	382 40
Building barn	186	40	74 40
Digging trench and making road	750	40	300 00
Making shingles	555	40	222 00
Sawing wood	107	40	42 80
Hauling coal and ice	136	40	54 40
Hauling stone	112	40	44 80
Firemen	402	40	160 80
Erecting machinery	530	40	212 00
Cleaning yard, &c	292	40	116 80
Opening quarry	1,377	40	550 80
Excavating for boiler house	238	40	95 20
Plastering and whitewashing	236	40	94 40
Kitchen	1,247	40	498 80
Waiters	927	40	370 80
Wash-house	1,217	40	486 80
Storekeeper's Department	267	40	106 80
Steward's do	182	40	72 80
Total .....	.....	.....	4,992
Total .....	.....	.....	11,714

No. 14.

RETURN of the Products of the Dorchester Penitentiary Farm, for the Year ended 30th June, 1882.

Quantity.		Rate.	Amount.
		\$ cts.	\$ cts.
70	Tons English hay.....	8 00	560 00
27	do broadleaf hay.....	4 00	108 00
46	Bushels buckwheat.....	0 60	27 60
667	do potatoes.....		252 10
350	do turnips.....	0 25	87 50
205	do carrots.....	0 50	102 50
52	do beets.....		26 00
16	do mangles.....	0 30	4 80
93	do parsnips.....	0 50	4 75
4,060	Lbs. pork.....		343 14
12	Young pigs sold.....		31 00
1	Pair oxen sold.....		138 00
	Pasturage.....		127 00
76	Cords firewood sold.....		130 14
33	do do used.....	2 00	66 00
100	M. split shingles.....	2 00	200 00
	Total.....		2,208 53

MANITOBA PENITENTIARY.

REPORT OF THE WARDEN FOR THE YEAR ENDED 30TH JUNE, 1882.

STONY MOUNTAIN, 29th January, 1883.

SIR,—I have the honor herewith to submit my Annual Report for the fiscal year ending 30th June, 1882.

Where little of note has occurred to interrupt the ordinary routine that exists in the institution, the story of our proceedings, during the year ended, happily, can be presented in very brief form.

There are some matters, however, of considerable importance in relation to general management and discipline which, it seems to me, it would be wise for me to touch upon.

PRISON STAFF.

It gives me pleasure to be able to report favorably upon the general excellence, good conduct, and efficiency of the present staff. The zeal displayed in the discharge of their duties and their unvarying obedience to orders is worthy of the highest praise.

I am of opinion that the practice, now in force here, viz.: that of the officers having to take their meals outside of the building is a wrong one. From experience of both systems I can see no good reason for the staff absenting themselves at the dinner hour. On the contrary much good would result by them taking their meal in the prison, this should be provided through a regular mess. At the Minnesota and Illinois State Prison both of which I visited during the year, I found the mess system to be in force, and on enquiry it appeared to be of important benefit; the great object being to keep the officers in the prison. The utility of this I know from

experience as, at one time, a mess was in existence here and was sustained partly by the officers and partly by the Government. The interests of this prison would be essentially served by such a practice, when the want of a boundary wall and other defects are so manifest and numerous.

CONVICTS.

As a whole the convicts in Manitoba Penitentiary have conformed with the prison regulations and otherwise conducted themselves in an orderly manner. Some especially have shown a desire to comply with the restrictions and exacting routine of convict life, and in so doing have not alone succeeded in deriving every benefit that the remission system extends to them, but further have not lost the opportunity offered them, by improving the time by a diligent devotion to the work allotted them, acquiring in many instances a practical knowledge of some one or other branches of industry, which, upon the completion of their terms of sentence, will prove of no little service to them in earning a remunerative livelihood.

Being thoroughly convinced, from a practical as well as a humanitarian standpoint, that all Penitentiary regulations relating to the treatment of convicted criminals should partake largely of a reformatory nature. I have bestowed considerable time and attention to the study of the classification of prisoners and the measure of reform which may be expected. Upon admission to this prison all convicts are rated in the third class. A medical examination of course follows their entrance upon the result of which the nature of the work to be allotted them is of course based. Upon the expiration of the first month, provided they have respected the rules, they can be promoted to the second class, where, after two months probation in it, if they have fulfilled all obligations, they can be promoted to the first class. The advantage derivable from such promotion being respectively :—

- (a.) Menial employment and hardest labor.
- (b.) Lighter labor in the second class.
- (c.) Then all privileges within reason that it is possible to extend—Supervision of others; use of library books; letters to and from friends; choice of work adapted for anything especial; privilege of wearing good conduct stripes, which would entitle the wearer to fill positions to work in and about offices, and other responsible work in the prison, with special duty to bring to the notice of the officers any breach of discipline—all of which stimulates to reform.

Thus you will see that the withdrawal of any of these privileges, together with the loss of remission is an active reformatory punishment, and should supersede what is ordinarily known as the system of severity; a change from deterrent punishment to reformatory treatment has acted beneficially in almost every institution where the same has been introduced, and I can only regret that our present circumstances prevent its more systematic and practical application in this prison.

Efforts for the reformation of the criminal classes generally have, up till now, been more theoretical than real.

It is manifest that reforms are largely needed in the Penal Code as it now obtains in the Dominion.

This can only be, in my opinion, changed and modified by the interchange of the varied experiences of practical prison officials, which could be best accomplished, I am inclined to think, by the establishment of a convention of those most interested in prison reform."

PUNISHMENTS.

The greatest judgment should be exercised in the administration of punishment, which should be at all times regulated according to the temperament, past conduct, and general record of the offender. Too much judgment and caution cannot be used in this, the most important power which is placed in the hands of our penal institutions.

The acquirements of the knowledge necessary to the practical, humane and successful treatment of our convicts should be made imperative with those seeking

employment in our prisons, and could a special school of instruction be established for the training of prison officials, where a rigid discipline and other information could be imparted, I am satisfied much and lasting good would be the outcome. All such experiments represent expense, and it is doubtless upon these grounds that our governments have hitherto refrained from taking more active steps in such direction. The power of moral suasion (inculcated in the minds of officials by a course of instruction), would soon be exhibited in the better conduct of the prisoners.

A school of this description could be sustained, after all, at little expense to the country, as it could be established in one of the larger Penitentiaries, where the test of qualification could be made competitive and the merits of candidates for appointment thoroughly sifted. This school, however, should be under the control of a board of Commissioners, in whom should be invested the authority to regulate its work.

In this Prison convicts, upon admission, are numbered, and during their term of imprisonment are known only by such numbers. From observations made in other prisons I believe this system is not generally adopted. I am of opinion that it is the true way of official identification and protection of the convict, viz:—

1. Men of sensitive tendencies and young in crime essentially benefit by this system, their names being known to the prison officials only.

2. In the event of two convicts meeting after discharge, although a recognition might take place, they would be unable to identify each other by name, and thus avoid persecution, and which would tend to destroy his future chances of reformation.

In the case of a notorious criminal, where the system of numbering is not used, visitors to the prison would at once recognize the culprit, a fact to be deplored, as it not only would it lead, in the case of a reformed man, to shame at being identified, but in the case of the confirmed criminal, an evil satisfaction in his notoriety.

The benefits of the numbering system to the staff are these: A convict being numbered on his clothing, the guard has simply to call that number plainly visible, in order to insure attention; when, on the other hand, confusion must often ensue on account of the similarity in name, and in cases of large gangs, where changes of officials and convicts occur, great difficulty must often arise in distinguishing prisoners.

From personal experience the efficacy of this system has been found to be the most humane. Public identification being at all times degrading and disheartening, whilst positive secrecy in regard to a man's name protects while undergoing his punishment, and is one of the strongest measures to induce him to reform.

HEALTH.

The health of the convicts has been fairly good, owing to the improved sanitary condition of the prison.

A hospital is, however, badly needed; at present certain cells are set apart for the accommodation of the sick.

The food supply, as a rule, has been good, but insufficient in a country where extreme cold prevails. More animal food is required and should be allowed, to enable the convicts to perform the work allotted them.

Meals for the prisoners are served in their cells. This system I have adopted to prevent communication between convicts; it also requires less supervision and gives the officers more time for their own meals. Few complaints have been made by the convicts during the year.

VISITORS.

Visits from strangers and others, out of mere curiosity, should be discouraged, indeed should not be allowed. Frivolous conversation carried on in the hearing of the convicts distracts them from their work, and is apt to imbue a prisoner with the

belief that he is an object subject to exhibition. So far, I have not permitted visitors except those privileged by Statute, and others having business in the prison.

BUILDING OPERATIONS.

A large amount of work has been performed by convict labor, the undermentioned having been accomplished for the Department of Public Works in connection with this Prison:—

- 4 Stone Double Cottages, one and one-half storeys, for Officers.
- 1 Log School House.
- 1 Log, one and one-half storey, Officers' Quarters.
- 1 Stone Piggery.
- 1 " Ice House.
- 2 " Stables and Granary.
- 1 Stone Pump House.
- 1 " Blacksmith and paint shop.
- 1 Root house, frame.
- 1 Slaughter house, frame.
- 1 Waggon and implements, shed—frame.
- 596 Yards (cubic) stone fence.

The prison horses and oxen have also been employed hauling building material on the same account, viz.: stone, sand, lime, lumber, etc., in all 978 days at \$2.75 per day, \$2,689.50. This amount I consider should be recouped to this Institution's revenue, by the Department of Public Works.

FARM AND GARDEN.

On the farm a considerable amount of labor has been expended, which unfortunately has to a great extent proved unremunerative, owing to the neglect of the Public Works Department.

The wire fencing though repeatedly applied for, from April 1881, was not received until August 18th, following. The result of which, was the destruction of cattle, of oats estimated at \$795, and potatoes valued at \$969.75. Sufficient vegetables have been raised in the garden to supply the wants of the prison, of excellent quality and good variety.

GROUNDS.

I find it impossible to improve the appearance of the grounds about the prison, without a sum of money be appropriated for that purpose.

INSECURITY OF PRISON.

From the first occupation of this Institution, I have reported upon the urgent necessity and importance of a proper prison boundary wall being constructed, I again beg to call your attention to the fact that no steps have yet been taken in this direction, and extra vigilance is constantly demanded from the prison staff.

The defective cells, caused by the loosening of the brick jambs, and inspected by you on your two last visits, have not yet received any attention from the Public Works Department, although frequent appeals have from time to time been made.

An additional wing to the Prison is now urgently needed, and construction should not be postponed beyond next spring.

At the request of the Department of Justice I was absent from Manitoba Penitentiary for over two months, in order to take temporary charge of St. Vincent's Paul Penitentiary.

In conclusion, I beg to state that one of the most necessary inducements to the zealous discharge by the general Prison staff in Canada of a far from pleasant duty,

as so far been overlooked by the Government. I feel assured that a system of penning should be provided for long and faithful service on the part of the staff; and so in the event of injury some recognized system of relief should be adopted other than that at present in vogue.

The rate of pay now received by Prison officials represents a mere existence, and it is impossible to provide for sickness or infirmity. This is a matter which, it appears to me, should receive the attention of the authorities, and provision made for the same in the preparation of future estimates, a step which, without doubt, would receive the support of the Wardens of our Penitentiaries.

I beg to enclose the usual statistical returns.

I have the honor to be, Sir,

Your obedient servant,

J. L. BEDSON,
Warden.

G. MOYLAN, Esq.,
Inspector of Penitentiaries.

REPORT OF THE CATHOLIC CHAPLAIN.

DEAR SIR,—I beg to submit my Annual Report for the year 1882. I am happy to state that during this year the conduct in general of the convicts has been very good, and has given me much satisfaction in the discharge of my pastoral duties.

Many a time I have remarked with great pleasure the joy and consolation which those poor unfortunates felt when I was amongst them. I could see on their faces that they knew how to appreciate the benefit of a Chaplain and spiritual adviser.

Owing to the good education and natural disposition for music of some of the convicts, Mr. Bedson, the Warden of the Institution, has been pleased to put a pianet organ at their disposal. Thus, with the aid of that instrument, a select choir has been formed and a rehearsal takes place twice a week. The rehearsal is conducted by one of the guards, who presides at the same time at the organ. Gregorian Masses are chanted on Sundays with great enthusiasm, and beautiful hymns, appropriate to the different festivals during the ecclesiastical year.

In the name of the Catholic convicts of the Provincial Penitentiary I beg to tender my most heartfelt thanks for the new supply of books granted in accordance with the suggestion made in my last year's Report.

Before closing this Report, Mr. Inspector, I feel that I cannot let this opportunity pass away without expressing my great satisfaction in the gentle manners of Mr. Bedson towards me in every respect. On more than one occasion I have been able to witness the prudence with which this gentleman deals with both officers and convicts. The continual and unsurpassing discipline kept in the whole establishment is the strongest proof of my assertions.

I have the honor to be, Sir,

Your obedient servant,

J. B. BAUDIN,
Catholic Chaplain.

G. MOYLAN, Esq.,
Inspector of Penitentiaries.

REPORT OF THE PROTESTANT CHAPLAIN.

STONEWALL, 26th December, 1882.

SIR,—In June last I had the honor of being appointed Chaplain to the Manitoba Penitentiary.

On the first Sunday I was received by the Warden (J. L. Bedson, Esq.) with great kindness.

I found the chapel in very nice order, and felt when the service was over that so far as I could see, there was no room for improvement.

About 1.30 p.m. I begin the visiting of the prisoners, and remain with each of five or ten minutes; and in the last six months I have not heard one word of complaint from any prisoner against the Warden or Guards, or the treatment they have received while in the Penitentiary.

I feel that the way is open for a good work to be done among the prisoners, and hope and pray that God will give me strength, wisdom and grace to show *His* goodness and love to the "prisoners in the prison-house," so that when they go forth they may not be to "walk in the way of sinners," but in the path that leads to Eternal life.

I have the honor to be, Sir,

Your obedient servant,

FRANK T. W. GREENE,

Chaplain.

J. G. MOYLAN, Esq.,

Inspector of Penitentiaries.

REPORT OF THE SURGEON.

MANITOBA PENITENTIARY, 29th December, 1882.

SIR,—I have the honor of submitting my Report for the year ending the 31st June, 1882.

I have pleasure in stating that the sanitary condition of the Prison is much improved. In the months of April and May there were, in several cases, indications of malarial trouble. In one case of death, in which I considered a *post mortem* necessary, I had associated with me two medical gentlemen. We found positive signs of a typhoid condition, but beyond this we have had no serious results from the then existing hygienic state of the prison. The Institution has been free from epidemic of any kind throughout the year.

When cases of small-pox were reported in the county, I vaccinated with satisfactory results the officers with their families and all the convicts.

The necessity for an hospital ward is most urgent. There is no accommodation of this kind at present except the ordinary cells set apart for the purpose, which are entirely inadequate for the comfort of the patients admitted.

I would recommend that in the next estimate provision be made for an Hospital Orderly, whose sole duty will be to look after the sick admitted to hospital. There is a rapid increase in the number of lunatics, and our accommodation is tested to the fullest extent. The condition of this class of inmates is satisfactory.

The marked attention of the Warden to the comfort of the inmates in securing good food and clothing, and to the scrupulous cleanliness of the inside of the prison, contributes largely to the healthy state of the Institution.

I offer my thanks to the Warden and his staff for their constant courtesy to me in our official relations.

I have the honor to be, Sir,

Your obedient servant,

W. R. D. SUTHERLAND,

Surgeon.

J. G. MOYLAN, Esq.,

Inspector of Penitentiaries.

No. 1.

RETURN showing Movement of Prisoners in Manitoba Penitentiary, from 1st July, 1881, to 30th June, 1882.

Distribution.	Prisoners.		
	Male.	Female.	Total.
Remaining 30th June, 1881	52	4	56
Admissions during the year	19	2	21
Total,	71	6	77
Discharged by remission of sentence	15	.....	15
Escaped .....	.....	.....	.....
Died	4	1	5
Remaining 30th June, 1882	52	5	57

J. L. BEDSON,
Warden.

No. 2.

RETURN showing the different Offences committed by Convicts in the Manitoba Penitentiary, from 1st July, 1881, to 30th June, 1882.

Month.	Insubordinate Conduct.	Speaking to other Convicts.	Assaulting Officers.	Attempting to Escape.	Disrespect to Officers.	Making Signals to other Convicts.	Inattention to Work.	Damaging Property.	Pilfering.	Threatening Officers.	Assaulting other Convicts.	Petty Offences.	Hesitating to obey an Order.	Disobedience of Orders.	Total Offences for each Month.
1881.															
July	1	4	.....	.....	.....	.....	1	.....	.....	1	.....	3	.....	5	15
August	2	1	.....	.....	4	.....	1	.....	.....	.....	.....	5	.....	6	19
September	2	1	.....	.....	3	.....	1	2	.....	.....	.....	4	.....	3	16
October	1	.....	.....	.....	4	1	.....	.....	.....	.....	.....	5	.....	5	16
November .....	.....	.....	1	.....	1	.....	.....	2	.....	2	.....	2	.....	5	13
December	2	3	1	.....	1	.....	1	2	.....	.....	.....	1	.....	5	16
1882.															
January .....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	5	.....	4	14
February	1	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	3	.....	2	7
March	2	.....	.....	.....	1	.....	.....	1	.....	.....	.....	3	.....	1	8
April .....	.....	.....	.....	.....	1	1	.....	2	.....	.....	.....	1	.....	3	8
May .....	.....	1	.....	.....	2	.....	.....	.....	.....	.....	.....	1	.....	3	7
June .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Totals	11	13	2	.....	19	2	4	10	.....	3	.....	33	.....	43	140

J. L. BEDSON,
Warden.

No. 3.

RETURN showing Summary of Punishments inflicted upon Convicts in Manitoba Penitentiary, from 1st July, 1881, to 30th June, 1882.

Admonished.	Reprimanded.	Deprived of Supper.	Bread and Water.	Confined in Penal Cell.	Loss of Remission	Reduction of Class.	Ball and Chain.	Deprived of Bed.	Corporal Punishment.		Lashes on Hands.	Remarks.
									Lashes Awarded.	Lashes Inflicted.		
24	12	3	6	2	21	6	2	1	36	6	14	

J. L. BEDSON,
Warden.

No. 4.

RETURN showing the number of days Remission of Sentence by Convicts in Manitoba Penitentiary, from 1st July, 1881, to 30th June, 1882.

Year.	Number of days Earned.	Number of days Lost.	Remarks.
1st July, 1881, to 30th June, 1882.	1,535	184	

J. L. BEDSON,
Warden.

No. 5.

RETURN showing value of Unproductive Labor performed by Convicts in Manitoba Penitentiary, from 1st July, 1881, to 30th June, 1882.

Description of Labor.	No. of Days.	Rate per day.	Total Amount.	Remarks.
		\$ cts.	\$ cts.	
attending stables.....	465	0 50	232 50	Plastering, painting, &c.
do limekiln.....	30	0 50	15 00	
building cottages.....	912½	0 75	684 38	
do stables.....	520	0 75	390 00	
do forge.....	45	0 75	33 75	
do piggery.....	112	0 75	84 00	596½ cubic yards.
do stone wall and fence.....	240	0 75	180 00	
blacksmithing.....	291	0 75	218 25	
cutting wood and pumping water.....	258	0 75	193 50	
cleaning lamps.....	726	0 50	363 00	
do latrines.....	150	0 50	75 00	Repairing outbuildings (included).
do drains.....	4	0 50	2 00	
do grounds.....	20	0 50	10 00	
carpentering.....	50	0 50	25 00	
cutting, saving and stacking hay, 80 tons.....	735	0 75	551 25	
horses and oxen employed hauling wood & coal.....	735	6 00	480 00	
do do stone, sand, lime, &c.....	412	2 75	1,133 00	
do do brick and lumber.....	891	2 75	2,450 25	
do do on farm.....	87	2 75	239 25	
do do on farm.....	153	2 75	420 75	
do do on farm.....	730	0 75	547 50	
do do on farm.....	55	0 50	27 50	
do do on farm.....	131	0 50	65 50	
do do on farm.....	233	0 50	116 50	
do do on farm.....	150	0 50	75 00	
making and repairing clothes (tailor shop).....	493½	0 50	246 75	Attending pigs, &c.
do do shoes (shoe shop).....	325	0 50	162 50	
moving coal and wood (to engine room).....	20	0 50	10 00	
oughing round hay stacks.....	14	1 00	14 00	
Public Works Department.....	63	0 50	31 50	
harry.....	405	0 50	202 50	Cutting, hauling and packing.
moving slops, ashes, &c.....	348	0 50	174 00	
eward's (assistant).....	365	0 50	182 50	
slaughtering cattle.....	60	0 50	30 00	
aming.....	170	0 50	85 00	
ell boring.....	102	0 75	76 50	Cutting, hauling and packing.
bitewashing.....	60	0 50	30 00	
ard orderlies.....	900	0 50	450 00	
washing clothes, bedding, &c.....	158	0 50	79 00	
tons ice, at per ton.....	8 00		480 00	
0 lbs soft-soap, at per lb.....	0 05		40 00	
			10,907 13	

J. L. BEDSON,
Warden.

No. 6.

BALANCE SHEET of Manitoba Penitentiary, showing Expenditure and Produce from Farm and Garden, for the Year ended 30th June, 1883.

Expenditure.	Amount.	Produce.	Quantity.	Price.	Amount.
	\$ cts.			\$ cts.	\$ cts.
To 364 days' labor, at 50c. per day.....	182 00	Beans	119 bunches.....	0 10	11 90
Seeds.....	197 99	Beets.....	40 do	0 10	4 00
Plants.....	30 00	do	2 bushels	1 00	2 00
Implements, &c.....	348 89	Cabbage	70 head	0 10	7 00
		Cauliflower.....	16 do	0 10	1 60
		Carrots.....	146 bunches.....	0 10	14 60
		Celery.....	100 head.....	0 05	5 00
		Citrons.....	4	0 20	0 80
		Cress.....	57 bunches.....	0 10	5 70
		Cucumber.....	41	0 05	2 05
		Currants	4 quarts.....	0 25	1 00
		Hay.....	80 tons.....	10 00	800 00
		Lettuce	146 bunches.....	0 10	14 60
		Mellons.....	7 mellons.....	0 10	0 70
		Mutton	160 lbs.....	0 12½	19 20
		Onions	391 bunches.....	0 05	19 55
		do	6 bushels.....	1 00	6 00
		Peas.....	163 quarts.....	0 05	8 15
		Pork	641 lbs.....	0 12½	80 12½
		Potatoes.....	10½ bushels.....	1 10	11 55
		Radishes.....	191 bunches.....	0 05	9 55
		Rhubarb.....	30 do	0 10	3 00
		Spinach.....	52 do	0 05	2 60
		Tomatoes.....	1½ bushels.....	2 00	3 00
		Turnips.....	362 bunches.....	0 05	18 10
		do	15 bushels.....	0 50	7 50
		Vegetable Marrow.....	20	0 10	2 00
Balance to credit.....	341 64	Soap	800 lbs.....	0 05	40 00
	\$1,100 52				\$1,100 52
					341 64

A. C. CROOKSHANK,
Accountant.

J. L. BEDSON,
Warden.

No. 7.

DETAIL of Work done in Shoe Shop in the Manitoba Penitentiary, for the Year ended 30th June, 1882.

Work Done.	Number.	Rate.	Amount.	Remarks.
		\$ cts.	\$ cts.	
Prison shoes $\frac{1}{2}$ -soled.....	43	0 75	32 25	
do heeled.....	15	0 40	6 25	
do patched	52	0 25	13 00	
do made.....	84	2 50	210 00	
Prison slippers made.....	14	1 75	24 50	
do do repaired..	2	0 75	1 50	
do hose do ...	1	1 00	1 00	
do tug.....	1	.....	0 10	
do powder bags.....	45	0 05	2 25	
do halter	1	.....	1 00	
do harness (made) ...	3	5 50	16 50	
do collar.....	1	.....	1 50	
do straps.....	24	0 20	4 80	
do do repaired.....	3	0 10	0 30	
do moccasins.....	5	0 25	1 25	
do harness.....	.....	.....	22 50	
Private shoes $\frac{1}{2}$ -soled.....	10	.....	10 77	
do do patched	34	.....	11 85	
do slippers made.....	2	.....	2 50	
do do repaired..	2	.....	0 40	
do shoes made	4	.....	15 00	
do do capped.....	6	.....	1 30	
			380 27	

No. 8.

SHOEMAKING Department of the Manitoba Penitentiary, in account with the Dominion of Canada, from 1st July, 1881, to 30th June, 1882.

Dr.	Amount.	Cr.	Amount.
	\$ cts.		\$ cts.
Cost of materials	679 18	By Prison work	338 45
Balance to credit.....	80 97	Private work	41 82
	760 15	Materials and tools on hand.....	379 88
			760 15

A. C. CROOKSHANK,
Accountant.

J. L. BEDSON,
Warden.

No. 9.

DETAIL of Work performed in Tailors' Shop in Manitoba Penitentiary, for the Year ended 30th June, 1882.

Work done.	No.	Rate.	Amount.	Remarks.
		Cts.	\$ cts.	
Convict Summer pants	2	20	0 40	
do caps	13	10	1 30	
Winter jackets	13	75	10 45	
do pants	24	50	12 00	
do vests	19	25	4 75	
do caps	14	20	2 80	
do shirts	32	15	4 80	
Towels	86	10	8 60	
Paillasses	9	25	2 25	
Pillow cases	11	10	1 10	
Handkerchiefs	70	05	3 50	
Braces	22	20	4 40	
Duffle socks	27	10	2 70	
Cloth mitts	37	10	3 70	
Rugs	3	50	1 50	
Powder bags	45	05	2 25	
Belts	2	25	0 50	
Curtains for caps	13	05	0 65	
Cloth bags	12	05	0 60	
Leggings	1	25	0 25	
Organ cover	1	50	0 50	
Carriage cover	1	50	0 50	
Repairing and cleaning officers' uniform	22 days	50	11 00	
do convicts' socks and underclothing	119 "	50	59 50	
			139 00	

A. C. CROOKSHANK,
Accountant.

J. L. BEDSON,
Warden.

No. 10.

DR. REVENUE of Manitoba Penitentiary for the Fiscal Year 1881-82. CR.

1881.		\$ cts.	1882.		\$ cts.
July	To draft No. 2095, sent Hon. Finance Minister...	9 60	June 30	By Shoe shop	38 00
Aug	do 2245 do ...	3 20	do 30	Tailor shop	11 20
Sept	do 2403 do ...	10 95	do 30	Farm	9 80
Oct	do 3166 do ...	1 25			
Nov	do 3166 do ...	6 15			
Dec	do 3166 do ...	4 45			
1882.					
Jan	do 3167 do ...	10 08			
Feb	do 3409 do ...	1 20			
March	do 3627 do ...	4 20			
April	do 3836 do ...	1 25			
May	do 53 do ...	1 15			
June	do 110 do ...	5 65			
		59 13			59 13

A. C. CROOKSHANK,
Accountant.

J. L. BEDSON,
Warden.

No. 11.—EXPENDITURE.

THE DOMINION OF CANADA in account with the Manitoba Penitentiary, for the Fiscal Year ended 30th June, 1882.

1882.	Dr.	\$ cts.	1881.	Cr.	\$ cts.
June 30	To Salaries.....	11,389 00	July....	By Warrant.....	200 00
	Uniforms.....	626 69	do 31	Monthly pay-list.....	924 97
	Rations.....	6,469 38	Aug. 26	Warrant to pay wood ac-	
	Clothing.....	945 16		count.....	3,018 75
	Travelling allowance (con-		do 31	Monthly pay-list.....	924 97
	victs').....	220 00	Sept. 16	July accounts.....	735 64
	Discharge clothing (con-		do 21	August accounts.....	1,149 81
	victs').....	197 78	do 30	Monthly pay-list.....	924 97
	Interments.....	36 00	do 30	Warrant.....	150 00
	Chapels.....	47 03	Oct. 29	September accounts.....	1,133 91
	Bedding.....	84 70	do 31	Monthly pay-list.....	864 97
	Schools.....	107 80	Nov. 30	do.....	924 97
	Escapes.....	25 00	Dec. 20	November accounts.....	1,330 82
	Hospital.....	555 53	do 29	October do.....	1,593 29
	Contingencies.....	1,944 17	do 31	Monthly pay-list.....	924 97
	Heating.....	3,883 93			
	Light.....	547 57	1882.		
	Repairs to buildings.....	244 30	Jan. 31	do.....	924 97
	Maintenance of machinery.....	12 98	Feb. 3	December accounts.....	1,169 97
	Armoury.....	108 55	do 24	January do.....	796 61
	Kitchen.....	144 70	do 28	Monthly pay-list.....	924 97
	Stationery.....	43 17	Mar. 22	February accounts.....	712 56
	Sundries.....	92 93	do 29	Cheque to pay salary of	
	Farm and stables.....	2,085 28		Engineer (Oct.).....	60 00
	Governor-General's visit....	400 22	do 31	Monthly pay-list.....	924 97
Aug. 10	To Refund deposit, No. 582.....	20 12	April 30	do.....	924 97
			May 2	March accounts.....	1,710 01
			do 17	April do.....	547 02
			do 31	Monthly pay-list.....	924 97
			June 16	May accounts.....	950 41
			do 30	Monthly pay-list.....	924 97
			Aug. 11	June accounts.....	3,933 55
		30,231 99			30,231 99

A. C. CROOKSHANK,
Accountant.

J. L. BEDSON,
Warden.

No. 12.

Return of Officers in Manitoba Penitentiary, 30th June, 1882.

Rank.	Name.	Age.	Where Born.		Religion.	Date of Appointment.	Salary per annum.
			Town.	Country.			
Warden	J. L. Bedson	40	Betley	England	Church of England	May 23, 1871	\$ 2,000 00
Surgeon	W. R. Sutherland	25	Kildonan	Manitoba	Presbyterian	do 1, 1882	800 00
Chief Keeper	Aneas O. McDonell	36	Point Fortune	Canada	Roman Catholic	Jan. 17, 1881	800 00
Accountant and Storekeeper	Henry Gosling	47	Manchester	England	Wesleyan	May 25, 1882	1,075 00
Protestant Chaplain	Francis Green	28	Burlington	Canada	Church of England	June 1, 1882	300 00
Roman Catholic Chaplain	Father Baudin	46	Ottawa	do	Roman Catholic	Jan. 1, 1881	300 00
Steward and Schoolmaster	Davis Little	42	Marshfield	England	Church of England	June 8, 1875	725 00
Trade Instructor and Guard	Alex Garven	43	Wellington	Canada	Presbyterian	April 1, 1878	820 00
Engineer	John Henry	44	Netherthorn	England	Methodist	do 1, 1882	900 00
Guard	George Addison	43	Perth	Scotland	Presbyterian	Sept. 29, 1881	600 00
do	Wm. Mulvaney	32	Dublin	Ireland	Roman Catholic	Dec. 2, 1877	600 00
do	Henry Hall	47	Elm	England	Church of England	Jan. 29, 1880	600 00
do	John Fairbairn	29	Enswick	Scotland	Presbyterian	April 29, 1882	600 00
do	William Abbott	30	Montreal	Canada	Church of England	July 14, 1877	600 00
do and Messenger	Samuel McCormack	29	London	do	Wesleyan	Oct. 1, 1880	600 00

J. L. BEDSON,
Warden.

A. C. CROOKSHANK,
Accountant.

No. 13.

RETURN of Woollen Socks knitted in Manitoba Penitentiary, in the Year ended 30th June, 1882.

Socks.	Number of Pairs.	Value per Doz.	Total Value.	Remarks.
		\$ cts.	\$ cts.	
Woollen socks.....	37 $\frac{5}{12}$ doz.	4 80	179 60	

No. 14.

STATEMENT showing the Revenue of the Manitoba Penitentiary for the Year ended 30th June, 1882.

Dr.	Amount.	Cr.	Amount.
	\$ cts.		\$ cts.
To Deposit in Merchants Bank, Winnipeg, to the credit of the Receiver-General	59 13	By Sale of shoes, &c.....	59 13
Amount refunded by the Dominion Government for maintenance of lunatics.....	5,100 17	Amounts due for maintenance of lunatics by the Government of Manitoba, Keewatin and the North-West Territories.....	5,100 17
	5,159 30		5,159 30

No. 15.

RETURN of Deaths in Manitoba Penitentiary Hospital, for the Year ended 30th June, 1882.

Number.	Name.	Age.	Disease.	When Admitted.	Died.	Country.	No. of Days in Hospital.	Remarks.
71	Ka-ka-wink..	19	General debility from scrofula.....	Feb. 13, 1881	June 3, 1882.	N.-W. Territory, Blood Indian..	309	

BRITISH COLUMBIA PENITENTIARY.

REPORT OF THE WARDEN FOR THE YEAR ENDED 30TH JUNE, 1882.

NEW WESTMINSTER, B. C., PENITENTIARY,

July 1st, 1882.

SIR,—I have the honor to submit my fourth Annual Report on the management of this Penitentiary, with the usual returns for the fiscal year ending June 30th, 1882.

There remained in this Penitentiary on June 30th, 1881, 43 convicts; received since from common gaols, 19, total, 62. Discharged during the year, by expiration of sentence, 6; by death, 4; which left remaining at midnight on June 30th, 1882, 52 convicts.

I am pleased to be able to state, that the conduct of the officers during the past year, has been all that I could desire, and here, I beg to draw your notice to the fact, that the many changes which have taken place on the official staff of this Penitentiary, is entirely owing to low wages. A few years ago no white man would work in British Columbia for \$50 per month, and up to the present time living in this Province is very nearly as expensive as it was twenty years ago; consequently the officers are always on the look out for some more lucrative employment, and now that railway work is going on in the immediate vicinity of New Westminster, there will be so many openings, for men of industrious habits, that to retain those who are active and otherwise suitable, I am afraid will be impossible at the present salary.

The building which has so often been mentioned as necessary for workshops, was finished early in the spring, but is not yet furnished or otherwise made fit for convicts to work in.

I have heard nothing officially, mentioned since last year about the building of houses for married guards, which again I beg to remind you are most urgently needed.

I am enclosing about thirty-two acres of land, with a twelve foot fence. It is a very heavy piece of work, as the timber had to be cleared, and stumps rooted out, at least thirty feet on each side of the line of fence.

On the 23rd of May we had a severe encounter with a forest fire which began about a mile from the Penitentiary reserve. It spread so rapidly that although in the morning we anticipated no inconvenience excepting the smoke, and unusual heat that shortly after noon the officers and convicts were earnestly at work in keeping it back, the fire came so close that a portion of the new fence had to be torn down to prevent it coming any nearer to the building. As it was, the waggons, carts and other moveable property were brought out. We suffered no loss excepting the rebuilding of that portion of the fence above mentioned. I think the fence will be finished in September, all the lumber being on the ground at the present time.

So far nothing has been done towards heating the chapels, and the wing, I must mention, is still provided with nothing more than the stoves, which, at times, are insufficient to keep the place comfortably warm, and are at all times the means of keeping the dormitory in an untidy, dusty state, anything but what I would like to have it.

The school during the past year has been conducted as well as it is possible to manage considering the mixture of nationalities there are to be found among the convicts of this Penitentiary.

The conduct and industry of the convicts generally has been good; no offence of an extraordinary character has been committed.

The frequent communications which have been forwarded to you from time to time during the year have, I hope, kept you fully informed concerning the working of this Penitentiary.

I have the honor to be, Sir,

Your obedient servant,

ARTHUR H. McBRIDE,

Warden.

J. G. MOYLAN, Esq.,

Inspector of Penitentiaries.

ANNUAL REPORT OF THE SURGEON.

BRITISH COLUMBIA PENITENTIARY, July 1st, 1882.

SIR,—I have the honor to submit my Report for the year just ended.

The health of the Convicts, has on the whole been better than in former years, notwithstanding that a large rate of deaths have to be reported, of the deceased three were Indians, and the cause of death in each case was due to that constitutional condition largely prevalent and fatal among them at liberty, and much more fatal to them while in confinement, as I have previously pointed out the Indians cannot bear confinement as well as whites or Chinese. At least two of these undergoing sentence are failing in health, and it may be reasonably expected that others will show the same tendency. The fourth death was sudden and totally unexpected and was due to heart disease.

I have to thank the Warden for the great assistance he has given me in my duties and for the zeal he has displayed in attending to the hygienic condition of the Penitentiary. His kindness and thoughtfulness in caring for the convicts yet in the hospital have been great and unremitting.

I am also indebted very much for assistance, to the Stewart, Mr. McInnes.

I have again to call attention to the great necessity which exists, for a separate Hospital Ward. It is very difficult to give proper care and attention to patients suffering as did the three Indians, from long continued and tedious illness.

I have the honour to be, Sir,

Your obedient servant,

C. NEWLAND TREW, M.D.,

Surgeon.

J. G. MOYLAN, Esq.

Inspector of Penitentiaries.

REPORT OF PROTESTANT CHAPLAIN FOR THE YEAR ENDED 30TH JUNE, 1882.

SIR,—I have the honor to state that there is nothing in my department calling for special notice in this Annual Return.

I have regularly conducted all the usual services, and the convicts have been attentive and respectful. The school is progressing as well as can be expected.

I have had twenty-four convicts under my care during the year. There are now nineteen.

I have the honor to be, Sir,

Your most obedient servant,

ROBERT JAMIESON,

Protestant Chaplain.

J. G. Moylan, Esq.,

Inspector of Penitentiaries.

REPORT OF THE ROMAN CATHOLIC CHAPLAIN.

NEW WESTMINSTER, B.C., August, 1882.

SIR,—I have the honor to submit my Annual Report of the British Columbia Penitentiary for fiscal year ending 30th June, 1882. Notwithstanding that there has been an increase in the number of deaths, particularly those under my spiritual charge during the past year, yet on the whole I am happy to say, the health of the convicts has been good. I am much pleased to learn that an appropriation has been made to procure books for the convicts, and as soon as funds come to hand I shall endeavor to supply the books necessary to their wants and instruction. With regard to the clearing and improvements made in and around the grounds of the Penitentiary, I am pleased to report a marked progress, under the able and efficient management of the Deputy Warden; in the course of a short time, should the work be carried on in the same spirit as it now is, it will be quite a credit to the Institution.

I regret to state that since the commencement of the present fiscal year a most treacherous plot to effect escape has been contrived by some of the convicts. but most providentially their scheme had been discovered in time to save, most probably, the lives of several of the officers.

In conclusion I feel bound to state that a visit from the Inspector is necessary and would in my opinion produce very beneficial results; and now that the means of transportation to British Columbia are so much improved and facilitated, more frequent visits of the Inspector of Penitentiaries to our establishment here, are greatly to be desired.

Statement as to Catholic convicts:—

Number remaining June 30th, 1881.....	26	
“ received since by admission	12	
“ exchanged	2	
	—	40
Number discharged by expiration of sentences.....	4	
“ died during the year.....	3	
	—	7
		—
“ remaining 30th June, 1882.....	33	
	—	

I have the honor to be, Sir,

Your obedient humble servant,

EDWARD M. J. HARRIS, O.M.I.,

Roman Catholic Chaplain.

To J. G. MOYLAN, Esq.,
Inspector of Penitentiaries,
Ottawa.

SCHOOLMASTER'S ANNUAL REPORT.

BRITISH COLUMBIA PENITENTIARY,

1st July, 1882.

SIR,—I have the honor to submit my Annual Report on the School. The average daily attendance has been twenty-three. The subjects taught have been reading, spelling, writing, arithmetic, grammar, geography, French and German. The nationalities of the convicts are so varied that almost each scholar requires separate tuition, and as the time set apart for school is so short, there have been several complaints from scholars that they have not received a fair share of attention. As a rule, however, the first to complain are the least anxious to learn.

The nationalities of the twenty-three convicts are as follows:—Whites, 4; Chinese, 7; Indians, 6; French half breed, English half breed, Greek, Sandwich Islander, West Indian and Italian, 1 each. One Indian is a deaf mute, and since his arrival, over a year ago, he has learned to read and write. Two convicts act as assistant schoolmasters. If the school could be carried on in a separate room, instead of being, as is now the case, mixed up with the shaving gang every Friday and Saturday, more could be done. Under the circumstances very good progress has been made. Mr. Jamieson has given me much assistance, and has been present at school several times. Father Morris, too, this year, has manifested his interest in the school by his presence on two different occasions. There have been 1,326 changes of books in the library, divided as follows: Officers, 72; Roman Catholic convicts, 49; Protestant convicts, 605.

I have the honor to be, Sir,

Your obedient servant,

W. H. FALDING,
Schoolmaster.

JAMES G. MOYLAN, Esq.

Inspector of Penitentiaries,

Ottawa,

No. 1.

MINOMIAL LIST OF OFFICERS employed in the British Columbia Penitentiary as on the 30th June, 1882, giving Rate of Pay, Age, and Date of Appointment.

Name.	Rank.	Salary.	Age.	Date of Appointment.	Remarks.
		\$			
Arthur H. McBride.....	Warden.....	1,200	47	May 16, 1878.	
James Fitzsimmons.....	Deputy Warden.....	900	42	Aug. 12, 1878.	
W. H. Falding.....	Accountant and Storekeeper.....	800	24	do 9, 1878.	
do	Schoolmaster	200	24	do 9, 1878.	
Charles N. Trew.....	Surgeon.....	500	43	do 9, 1878.	
Rev. R. Jamieson.....	Protestant Chaplain.....	300	51	Jan. 4, 1879.	
Rev. E. M. I. Morris.....	Roman Catholic Chaplain	300	51	Sept. 27, 1878.	
Thomas A. McInnes	Steward.....	650	22	May 10, 1882.	
Henry Kehoe.....	Guard.....	600	41	Sept. 27, 1878.	
John Devoy.....	do	600	46	do 27, 1878.	
James Fitzgerald.....	do	600	41	April 15, 1879.	
Isaac Lawrence.....	do	600	30	Sept. 6, 1880.	
John Buie.....	do	600	37	Oct. 1, 1880.	
Thomas W. Quilty	do	600	31	Jan. 18, 1882.	
Nathan Morey.....	Guard and Messenger.....	600	58	Sept. 3, 1878.	
Patrick Smyth.....	Guard and Teamster.....	600	41	Feb. 21, 1879.	

No. 2.

FARM ACCOUNT, British Columbia Penitentiary, for the Year ended 30th June, 1882

DR.		CR.		
Description.	Amount.	Descriptions and Quantities.	Rate.	Amount.
	\$ cts.		\$ cts.	\$ cts.
To convict labor for 1,188½ days		By Potatoes, 51,746 lbs.....	0 01½	776 19
at 50c.....	592 75	Oats, 3,500 lbs.....	0 01½	43 75
256 days horse labor at \$1.50	384 00	Peas, 1,600 lbs.....	0 02	32 00
Salary of guard, 6 months...	300 00	Onions, 2,500 lbs.....	0 03	75 00
Seeds and implements.....	49 54	Turnips, 600 lbs.....	0 02	12 00
Balance.....	115 70	Carrots, 300 lbs.....	0 02	6 00
		Pork.....	0 15	116 25
		Cabbage, heads, 780, each.....	0 10	78 00
		Lettuce, 250 bunches.....	0 02	5 00
		Radishes, 150 do.....	0 02	3 00
		Parsley, 500 do.....	0 02	10 00
		Spinnach, 60 do.....	0 03	1 80
		Hay, 9 tons.....	17 00	153 00
		Oat straw, 6 tons.....	10 00	60 00
		Pea straw, 2½ tons.....	10 00	25 00
		Manure, 150 loads.....	0 30	45 00
Total.....	1,441 99	Total.....		1,441 99

No. .

RETURN of Convicts who have Died in the British Columbia Penitentiary, during the Year ended 30th June, 1882, with Crime and Place of Conviction.

No.	Name.	Crime.	Whence Received.	Died.
1	Dandy Jim (Indian).....	Wounding with intent...	New Westminster.....	September 13, 1881
2	Harry (Indian).....	Larceny.....	do.....	do 14, 1881
3	John Dawdry.....	do.....	Victoria.....	February 26, 1882
4	Jacob (Indian).....	Murder.....	do.....	March 19, 1882.

No. 4.

RETURN of Remissions of Sentence earned by Convicts discharged from British Columbia Penitentiary, during the Year ended 30th June, 1882.

No.	—	No. of Days.	Remarks.
1	Convict earned.....	537½	
1	do	229	
1	do	128	
1	do	124	
1	do	116	
1	do	90	
6			

No. 5.

RETURN showing Movement of Convicts at the British Columbia Penitentiary, from 1st July to 30th June, 1882.

Distribution.	Prisoners.			Remarks.
	Males.	Females.	Total.	
Remaining at midnight, 30th June, 1881.....	43	.....	43	
Admissions during year.....	19	.....	19	
	62	.....	62	
Discharged by expiration of sentence.....	6	.....	6	
Died.....	4	.....	4	
Remaining at midnight, 30th June, 1882.....	52	.....	52	

No. 6.

CRIMINAL Statistics, British Columbia Penitentiary, for the Year ended 30th June, 1882.

	Description.	Male.	Female.	Total.		Description.	Male.	Female.
Race	White	11	11		Crimes	Housebreaking... ..	2	
	Colored.....	1	1			Attempt at rape.....	1	
	Indian.....	6	6			Robbing with violence.	2	
	Half-breeds	1	1			Assault with intent....	2	
		19	19			Wounding do	1	
Marital	Single.....	15	15			Shooting do	1	
	Married.....	4	4			Manslaughter	1	
		19	19			Cattle stealing.....	1	
Age	Under 20 years.....	1	1		Occupation..	Laborers	14	
	From 20 to 30 years.....	13	13			Painters	2	
	do 40 to 50 do	2	2			Blacksmiths	1	
	do 50 to 60 do	2	1			Stonecutters.....	1	
		19	19			Sail maker.....	1	
		19	19				19	
Country	British Columbia.....	9	9		Sentence	2 years.....	5	
	New Brunswick.....	1	1			3 do	3	
	United States.....	5	5			4 do	2	
	France.....	1	1			5 do	3	
	Norway	1	1			6 do	1	
	China	1	1			7 do	3	
	Sandwich Islands	1	1			8 do	1	
		19	19			12 do	1	
		19	19				19	
Religion.....	Protestants.....	7	7		Whence Re-	New Westminster.....	12	
	Catholics.....	12	12		ceived.....	Victoria.....	6	
	Other religions.....					Karloops.....	1	
		19	19				19	
Crimes	Larceny	6	6		Court	General Assizes.....	19	
	Housebreaking and lar-							
	ceny.....	2	2					

No. 7.

RETURN showing value of Labor Performed by Convicts, in the British Columbia Penitentiary, during the Year ended 30th June, 1882.

Description of Labor.	Number of Days.	Rate per day.	Total Amount.	Remarks.
		\$ cts.	\$ cts.	
Farm.....	1,185	0 50	592 75	
Clearing land.....	1,836	0 50	918 25	
Carpentering.....	291	0 50	145 50	
Blacksmithing.....	76½	0 50	38 25	
Fencing.....	2,277	0 50	1,138 50	
Housework.....	1,242	0 50	621 00	
Cooking.....	936	0 50	468 01	
Assistant Cook.....	298	0 50	149 00	
Orderly.....	311	0 50	155 50	
Hospital Orderly.....	49	0 50	24 50	
Washing.....	370	0 50	185 00	
Mending clothes.....	411½	0 50	205 75	
Making drain.....	166½	0 50	83 25	
do terrace.....	57	0 50	28 50	
do roads.....	31	0 50	15 50	
do shingles.....	56½	0 50	28 00	
do posts.....	5½	0 50	2 75	
do sidewalks.....	76½	0 50	38 25	
do shirts.....	6½	0 50	3 25	
Cleaning paintwork.....	29½	0 50	14 50	
Loading coal.....	4	0 50	2 00	
Cutting sods.....	2	0 50	1 00	
Grading yard.....	1,003	0 50	501 50	
Mowing yard.....	23	0 50	11 50	
Moving old buildings.....	23	0 50	11 50	
Repairing barn.....	85	0 50	42 50	
do stables.....	11	0 50	5 50	
Whitewashing.....	53	0 50	26 50	
Painting and repairing windows.....	42	0 50	21 00	
do ironwork, &c.....	96	0 50	48 00	
Cutting out bush fires.....	32	0 50	16 00	
Cutting bush.....	4	0 50	2 00	
Shovelling snow.....	30½	0 50	15 25	
Teaming.....	468½	0 50	234 25	
Total convict labor.....			5,798 00	
Horses employed on farm.....	12	1 50	18 00	
do hauling coal.....	22½	1 50	33 75	
do do sods.....	16	1 50	24 00	
do do stones.....	86	1 50	129 00	
do do earth.....	88	1 50	132 00	
do do hay.....	2	1 50	3 00	
do do manure.....	242	1 50	363 00	
Total horse labor.....			702 75	

No. 8.

SUMMARY of Punishments awarded in the British Columbia Penitentiary, for the Year ended 30th June, 1882.

Date.	No. Deprived of Bed.	No. in Solitary Cell.	No. on Bread and Water.	No. Admonished	No. Lost part of Remission.	No. Deprived of Lamp.
1881.						
July.....	1	2	2	1		
August.....				4		
September.....				2	1	
October.....	3	4	4	1	1	4
November.....	2	3	2	1	2	
December.....	1	2		5	3	
1882.						
January.....				2		
February.....		1	1	4	2	
March.....	1	3	3	3	1	2
April.....				9		
May.....	1	2	2	1	2	6
June.....		2	2	5	2	
Total.....	9	19	16	37	14	12

No. 9.

RETURN showing Number of Escapes and Recaptures in the British Columbia Penitentiary, during the Year ended 30th June, 1882.

Date.	Escape.	Recapture.	Name.	Crime.	Place.
1881.					
July 26....	1	1	Antonio Lamproux.....	Killing cattle.....	Kamloops.
do 26.....	1	1	Quickselle.....	Larceny.....	do
do 26.....	1	1	Pierre.....	do.....	Lytton.

No. 10.

TABLE of Cases treated in Hospital in the British Columbia Penitentiary, during the Year ended 30th June, 1882.

Diseases.	Remained.	Admitted.	Discharged.	Died.	Remaining.	Remarks.
Access, psoas.....	1			1		
Access.....		1	1			
Accidents—						
Injury to back.....		1	1			
do leg.....		1	1			
do feet.....		2	2			
Constipation.....		2	2			
Fur, simple.....		1	1			
Hemorrhoids.....		1	1			
Gonitis.....		1	1			
Influenza.....		3	3			
Erysipelas.....		1	1			
Glandular swelling.....		1	1			
Ephesis.....	2	1	1	2		1 discharged improved.
Palsy, facial.....		1	1			
Rheumatism.....		5	5			
Others.....		1	1			

In addition to the above, Convict Dawdrey died suddenly from rupture of a small aneurism of the aorta.

C. NEWLAND TREW, M.D.,

Surgeon, British Columbia Penitentiary.

1st July, 1882.

No. 11.

COMPARATIVE STATEMENT of Movement of Convicts in the British Columbia Penitentiary, for Four Years preceding 30th June, 1882.

YEARS.	ADMISSIONS.			DISCHARGES.								Remaining at end of Year.	Daily Average.
	Common Jails.	Recaptures.	Total.	Expiration of Sentence.	Pardon.	Suicide.	Deaths.	Removed by Order of Court.	Lunatic Asylum.	Escaped.	Total.		
1878	36		36	6							6	30	33
1879	10		10	3			2				7	33	31½
1880	22		22	3	1		1	1		2	12	43	38
1881	19	3	22	6			4			3	13	52	47½

No. 12.

RETURN of Clothing made in the British Columbia Penitentiary, during the Year ended 30th June, 1882.

Number of Articles.	Work done.	Equal to Days.	Rate per Day.	Amount.	Material.	Total.
19	Flannel shirts.....	19	cts. 50	\$ cts. 9 50	\$ cts. 32 64	\$ ct 42 14

No. 13.

TABLE of Deaths occurring at the British Columbia Penitentiary, during the Year ended 30th June, 1882.

Name.	Race.	Cause of Death.
Dandy Jim.....	Indian.....	Phthisis.
Harry	do	do scrofulous.
Jacob.....	do	Psoas abscess, scrofulous.
J. Dawdrey.....	English.....	Rupture of aneurism of aorta.

C. NEWLAND TREW, M.D.,
Surgeon, British Columbia Penitentiary.

1st July, 1882.

SUPPLEMENTARY RETURN

(29a)

to the Report of the Minister of Justice on Penitentiaries in Canada ;—
Statement of Expenditure of the British Columbia Penitentiary, for the
fiscal year ended 30th June, 1882.

RETURN

(30)

to an ORDER of the HOUSE OF COMMONS, dated 23rd February, 1883 ;—For
a Return of the Receipts and Expenditures, in detail, chargeable to the
Consolidated Fund, from July 1st, 1882, to February 1st, 1883

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
26th February, 1883.

Acting Secretary of State.

*in accordance with the recommendation of the Joint Committee on Printing,
the above Supplementary Return and Return is not printed.]*

RETURN

(31)

To an ORDER of the HOUSE OF COMMONS, dated 16th February, 1883 ;—For a Statement of the number of Veterans of 1812, now surviving ; of the number of Veterans who have died since 1875, and of the number of Widows of deceased Veterans who have applied for assistance.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
26th February, 1883.

Acting Secretary of State.

RETURN

(31a)

To an ORDER of the HOUSE OF COMMONS, dated 20th February, 1883 ;—For a Statement containing the names and residences of all the Militiamen of 1812 who received their pensions during the last fiscal year, as well as the sum given to each of them.

By Command,

. HECTOR L. LANGEVIN,

Department of the Secretary of State,
8th March, 1883.

Acting Secretary of State.

RETURN

(31b)

To an ORDER of the HOUSE OF COMMONS, dated 15th March, 1883 ;—For copies of all Tenders, Advertisements, Contracts, Letters, Accounts, Vouchers, Warrants, Reports and other Papers in connection with the purchase of Blankets for the Militia during the Recess.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
3rd April, 1883.

Acting Secretary of State.

*In accordance with the recommendation of the Joint Committee on Printing,
the above Returns are not printed.]*

RETURN

(31c)

To an ORDER of the HOUSE OF COMMONS, dated 14th March, 1883;—For
Return of all Petitions for, and Correspondence with respect to new
Guns for the Richmond Field Battery.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
10th April, 1883.

Acting Secretary of State.

RETURN

(31d)

To an ORDER of the HOUSE of COMMONS, dated 19th March, 1883;—For
Copies of all Correspondence relating to the application of John Stewart
of Woodbridge, one of the Volunteers of 1837-38, for assistance, either
by Land Grant or otherwise, for his services in the defence of this
country during those years.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
10th April, 1883.

Acting Secretary of State.

[In accordance with the recommendation of the Joint Committee on Printing
the above Returns are not printed.]

RETURN

(31e)

To an ORDER of the HOUSE OF COMMONS, dated 16th April, 1883;—For
Return showing the number of Officers, non-commissioned Officers and
Men, who received instruction in "A" and "B" Batteries in each year
since their establishment; the number awarded a certificate of qualifi-
cation in each year, and the entire cost per annum of each Battery for
the same time.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
5th May, 1883.

Acting Secretary of State.

RETURN showing the number of Officers, Non-Commissioned Officers and Men, who have received instructions in "A" and "B" Batteries, in each year since their establishment; the number awarded certificates of qualification.

Fiscal Year.	Officers, Non-Commissioned Officers and Men who have received Instruction.			Certificates of Qualification Awarded.
	"A" Battery.	"B" Battery.	Total.	
1871-72.....	127	179	306	15
1872-73.....	143	135	278	108
1873-74.....	139	129	268	100
1874-75.....	114	131	245	64
1875-76.....	118	88	206	111
1876-77.....	128	133	261	106
1877-78.....	102	110	212	94
1878-79.....	91	100	191	97
1879-80.....	98	108	206	127
1880-81.....	80	144	224	86
1881-82.....	77	152	229	71
Total.....	1,217	1,409	2,626	979

J. EUG. PANET, *Deputy Minister Militia and Defence.*

OTTAWA, 4th May, 1883.

A STATEMENT showing the Annual Expenditure on account of "A" and "B" Batteries respectively, from date of establishment to 30th June, 1882.

Fiscal Year.	"A" Battery.	"B" Battery.	Total Expenditure for both.
	Amount.	Amount.	
	\$ cts.	\$ cts.	\$ cts.
1872.....	40,263 38	45,791 85	86,055 23
1873.....	34,047 59	45,866 05	79,913 64
1874.....	46,767 92	62,945 48	109,713 40
1875.....	45,976 53	68,974 03	114,950 56
1876.....	47,009 38	62,935 62	109,945 00
1877.....	47,779 59	61,912 26	109,691 85
1878.....	48,039 83	66,695 48	114,735 31
1879.....	48,743 65	65,179 83	113,923 48
1880.....	50,363 65	66,578 68	116,942 23
1881.....	54,015 10	60,894 43	114,909 53
1882.....	51,129 20	66,049 94	117,179 14
	514,135 82	673,823 55	1,187,959 37

Total Expenditure for "A" Battery.....\$ 514,135 82
do "B" do 673,823 55

Total Expenditure for both\$1,187,959 37

J. EUG. PANET, *Deputy Minister Militia and Defence.*

DEPARTMENT MILITIA AND DEFENCE, OTTAWA, 20th April, 1883.

RETURN

(31f)

- To an ADDRESS of the SENATE, dated 15th March, 1883;—For 1. Copies of all Tenders for work, in earth or in wood, to be done at the Camp at Berthier in 1882 in connection with Target Practice, stating the Rate of the various Tenders, and the names of Persons to whom the Contracts were awarded.
2. A Statement of the Tenders filed in the Department of Militia and Defence for the transport, thither and back, of Tents and other stores; to whom the Contracts were awarded, and what Rates were paid.
3. A Statement of Tenders for the Canteen, showing to whom the contracts were awarded.
4. Also, a List of Tenders for furnishing Bread, Meat and other articles required for the said Camp, with a list of names of the Contractors, the Prices accepted, the Quantities furnished by each, and the Amount paid in each case.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
15th May, 1883.

Acting Secretary of State.

[In accordance with the recommendation of the Joint Committee on Printing, the above Return is not printed.]

RETURN

(32)

an ADDRESS of the HOUSE OF COMMONS, dated 19th February, 1883:—
For copies of all Correspondence not already brought down, touching the Canadian Extradition Act, and the suspension of the Imperial Act within Canada, and of any Imperial or Canadian Orders in Council or Proclamation on the subject.

By Command,

HECTOR L. LANGEVIN,

Acting Secretary of State.

Department of the Secretary of State,
1st March, 1883.

OTTAWA, 28th February, 1883.

SIR,—Upon the reference by you of an Address of the Honorable the House of Commons, praying that His Excellency the Governor-General will cause to be laid before that House, copies of all correspondence not already brought down, touching the Canadian Extradition Act, and the suspension of the Imperial Act within Canada, and of any Imperial or Canadian Orders in Council or Proclamation on the subject; I have the honor, by direction of the Minister of Justice, and in compliance with the terms of the said Address, to transmit to you herewith a copy of a despatch from the Right Honorable the Secretary of State for the Colonies to His Excellency, enclosing a copy of an Order of Her Majesty in Council suspending within the Dominion of Canada the Extradition Act, 1870, so far as it relates to any foreign state in the case of which it applied at the date of the Order, and so long as the provisions of certain Canadian Acts continue in force; and other papers.
This despatch was received at this Department on the 27th instant.

I am, Sir, your obedient servant,

A. POWER, For Deputy Minister of Justice.

OWELL, Esq., Under Secretary of State.

Lord Derby to Lord Lorne.

DOWNING STREET, 7th February, 1883.

MY LORD,—I have the honor to transmit to you for communication to your Government, copies of an Order of Her Majesty in Council, suspending within the Dominion of Canada, "The Extradition Act, 1870," so far as it relates to any foreign state in the case of which it applied at the date of the Order, and so long as the provisions of certain Canadian Acts continue in force.

I also enclose a printed list of the Extradition Treaties between this country and other powers.

I would point out that with the exception of that between this country and the United States of August 9th, 1842, (Article X.,) all these arrangements have been made by Order in Council under "The Extradition Act, 1870."

A note has been taken at the Foreign Office of the terms of the Order in Council now enclosed with the view to suitable provision being made to meet the case of Canada in any Order in Council that may be issued to carry into effect any subsequent arrangement with a Foreign State.

I have, &c.,

DERBY.

Governor-General

The Right Honorable The Marquis of Lorne, K.T.G.C.M.G.

EXTRADITION TREATIES IN FORCE JANUARY, 1883.

	Fo. No.
Austria (Hungary), 3rd December, 1873	567
Belgium, 20th May, 1876.....	598
“ 23rd July, 1877.....	613
Brazil, 13th November, 1872.....	564
Denmark, 31st March, 1873....	552
France, 14th August, 1876.....	619
Germany, 14th May, 1872.....	536
Hayti, 7th December, 1874	583
Italy, 5th February, 1873.....	548
“ 7th May, 1873.....	550
Luxemburg, 24th November, 1880.....	673
Netherlands, 19th June, 1874	572
Portugal, 26th December, 1878 (India only, Act XIX.).....	640
Salvador, 23rd June, 1881.....	704
Spain, 4th June, 1878	627
Sweden and Norway, 26th June, 1873.....	566
Switzerland, 26th November, 1880.....	674
Tonga, 29th November, 1879.....	703

(Tonga subjects escaping to British territory only, Article IV.)

United States, 9th August, 1842 (Act X.)..... 284

For list of Treaties, etc., for the Surrender of Deserters, see Paper No. 2836.

The Extradition Acts are 33 and 34 Vict., chap. 52, 9th August, 1870; and 36 and 37 Vict., chap. 60, 5th August, 1873.

(Signed).

E. H.

The application of the Extradition Act, 1870, was suspended in Canada during the operation of the Canadian Extradition Acts, by Order in Council of the 2nd December, 1882.

AT THE COURT AT OSBORNE HOUSE, ISLE OF WIGHT, THE 28TH DAY
OF DECEMBER, 1882.

PRESENT,

The Queen's Most Excellent Majesty in Council.

Whereas by Section 18 of “The Extradition Act 1870,” it is among other things enacted that if by any law made after the passing of the said Act by the Legislature of any British possession provision is made for carrying into effect within such possession the surrender of fugitive criminals who are in, or suspected of being in, such British possession, Her Majesty may, by the Order in Council applying the

said Act in the case of any foreign state, or by any subsequent order, suspend the operation within any such British possession of the said Act or any part thereof so far as relates to such foreign state, and so long as such law contains in force there and no longer.

And whereas by an Act enacted by the Legislature of the Dominion of Canada in the fortieth year of Her Majesty's reign, the short title of which is "The Extradition Act, 1877," provision is made for carrying into effect within the Dominion of Canada during the continuance of any treaty, convention or arrangement made by Her Majesty with a foreign state for the surrender of fugitive criminals and extending to Canada which exists at or after the time the same Act comes into force the surrender of fugitive criminals of such foreign state who are in or suspected of being in Canada, provided that the operation of the Extradition Act of 1870 shall have ceased or been suspended within Canada in the case of that state.

And whereas the said Act of the Legislature of Canada has been amended by an Act of the said Legislature passed in the forty-fifth year of Her Majesty's reign and intitled "An Act to amend the Extradition Act, 1877."

Now, therefore, Her Majesty, in pursuance of the "Extradition Act, 1870," and in exercise of the power in that behalf in the same Act contained, doth by this present Order by and with the advice of Her Majesty's Privy Council direct that the operation within the Dominion of Canada of the said Extradition Act, 1870, shall be suspended so far as it relates to any foreign state in the case of which it now applies and so long as the provisions of the Canadian Acts aforesaid continue in force, and no longer.

And the Right Honorable the Earl of Derby, one of Her Majesty's principal Secretaries of State, is to give the necessary directions herein accordingly.

C. L. PEEL.

RETURN

(33)

To an ORDER of the HOUSE OF COMMONS, dated 21st February, 1883:—

For a List of the Returning Officers appointed for the General Election, 1882, other than Registrars or Sheriffs, and the Occupations and Residences of such Officers, and a List of the Sheriffs and Registrars for the Districts in which such other Returning Officers were appointed.

By Command,

HECTOR L. LANGEVIN,

DEPARTMENT OF THE SECRETARY OF STATE,

Acting Secretary of State.

5th March, 1883.

QUEBEC.

Electoral District.	Name of Returning Officer.	Occupation.	Residence.	Name of Sheriff.	Name of Registrar.
Argenteuil	Henry Howard	Notary	St. Andrews .....	.....	Thomas Barron.
Beauce	Gustave O. Taschereau	do	St. Joseph, Beauce	T. J. Taschereau	Jean E. Proulx.
Champlain	Joseph G. Lamothe	Farmer	Champlain .....	.....	G. H. Dufresne.
Dorchester	François Rouleau	Notary	St. Clair .....	.....	Joseph E. Rouleau.
Drummond and Arthabaska	Bazile Théroux, fils .....	.....	Arthabaskaville .....	.....	P. N. Dorion and J. Mairs, (Drummond).
Gaspé	Joseph X. Lavoie	Prothonotary	Percé	L. Z. Joncas	M. J. A. Poisson, (Arthabaska)
Huntingdon	Daniel Shanks .....	.....	Huntingdon Village .....	.....	Joseph X. Lavoie.
Iberville	J. E. Godreau	Notary	St. Sébastien	C. Nolin	Andrew Somerville.
Jacques-Cartier	Léon Forest	do	Lachine .....	.....	Michael A. Bessett.
Kamouraska	J. G. Pelletier .....	.....	Kamouraska	F. A. Sirois	Scotie and Feltarault.
Laprairie	Achille Robert	Notary	Laprairie .....	.....	Henri Garon.
L'Islet	L. Z. Duval	do	St. Jean Port Joli .....	.....	Arsène Michaud.
Lotbinière	Louis A. Lemay	do	St. Croix .....	.....	Joseph Filteau.
Maskinongé	M. Farron	M.D.	St. Pauline .....	.....	Joseph Ed. Pichette.
Montcalm	M. B. Desrochers	Notary	St. Liguori .....	.....	— Thibautdeau.
Montreal West	J. C. Baker	Merchant	Montreal	Hon. P. J. O. Chauveau	Geo. H. Ryland.
do Centre	Peter Donovan	Alderman	do	do .....	.....
Portneuf	N. E. Lacourcière	Notary	St. Casimir .....	.....	H. Q. de St. Georges.
Quebec East	J. B. Amyot	Deputy Sheriff	Quebec	Hon. C. Alleyne	C. N. Montzambert.
do Centre	Eugène Drolet	Advocate	do	do	do
do West	Lawrence Stafford, jr.	do	do	do	do
County of Quebec	François Parent	Gentleman	Beaufort .....	.....	.....
Rimouski	Louis N. Coté	Farmer	Bic	C. F. Lapointe .....	.....
St. John's	O. J. E. Boncher	Notary	St. Johns .....	.....	{ No. 1, A. E. Guay.
St. Maurice	Wm. A. Bald .....	.....	St. Barnabé .....	.....	{ No. 2, A. E. Gauvreau.
Soulanges	Antoine M. Pharaud	Notary	St. Polycarpe .....	.....	G. A. Marchand.
Verchères	Edmond Chagnon	do	Verchères .....	.....	R. Kiernan.
					J. Stephens.
					Aime Geoffrion.

MANITOBA.

Provencher	Joseph Lemay .....	.....	St. Norbert .....	.....
Selkirk	James P. Alexander .....	.....	Winnipeg P. O. ....	.....
Winnipeg	E. P. Leacock .....	.....	Winnipeg .....	.....

Addington	Joseph B. Walkem	Barriester	Kingston	O. T. Pruyn (Lennox and Ad- dington).	M. P. Roblin (Lennox and Addington).
Algoma	Joseph Wilson	Gentleman	Sault Ste. Marie	W. H. Carney	C. J. Hampton.
Bothwell	James Stephens	do	Dresden	William Patrick (Leeds and Greenville).	W. H. Cole (Leeds).
Brockville	James Reynolds	Barriester	Brockville	William Patrick (Leeds and Greenville).	John McLay.
Bruce, East Riding	William Gunn	Registrar of High Court.	Walkerton	Wm. Sutton	R. Armour.
Durham, West Riding	James McFeeters	Gentleman	Bowmanville	R. N. Waddell (Northumber- land and Durham).	A. McDonald.
Glengarry	Alexander R. Ferguson	Physician	Dalhousie Mills, P. O.	D. E. McIntyre (Stormont, Dundas and Glengarry).	Patrick McCrea.
Grenville, South Riding	C. J. H. Chipman	do	Town of Prescott	William Patrick (Leeds and Greenville).	Thomas Lauder.
Grey, do do	Alexander C. McKenzie	Gentleman	Durham	C. H. Moore	R. McKnight.
do East do	Joseph Rorke	Notary	Clarksburg	do	J. M. Williams.
do North do	Alexander Maitland Stephens	do	Owen Sound	Hon. A. McKellar (Wentworth)	W. H. Ponton.
City of Hamilton	James E. O'Reilly	Merchant	Hamilton	Wm. Hope	do
Hastings, East Riding	Charles Hudson	Yeoman	Roslin, P. O.	do	Jas. Dickson.
do North do	James Haggarty	do	W. Huntingdon, P. O.	Robert Gibbon	do
Huron, West do	Benjamin Wilson	do	Wingham	do	do
do East do	James Perkins	Gentleman	Gorrie	M. Clements	Francis Barclay.
Halton	Edward S. Ruthven	Attorney-at-Law	Milton	Jas. Thompson	James Bell.
Lanark, South Riding	W. W. Berford	Editor	Perth	do	John Menzies.
do North do	Thomas Coulter	Div. Court Clerk	Almonte	Jas. Flintoft	E. M. Proctor.
Lambton, East do	Henry James Colwell	do	Waford	William Patrick (Leeds and Greenville).	W. H. Cole.
Leeds, South do	Samuel McCammon	do	Gaanouque	W. Glass	F. L. Marsh.
Middlesex, North do	William D. Stanley	do	Granton	E. Deedes	R. Armour.
Monck	Charles E. S. Black	M.D.	Dunnville	R. N. Waddell (Northumber- land and Durham).	J. Ham Perry.
Norfolk, South Riding	John Phelan	Gentleman	Walsingham Centre	do	do
Northumberland, West Riding	Roe Buck	do	Cobourg	John Hossie	Samuel Robb.
Ontario, North Riding	J. H. Long	do	Whitby	do	P. Whelehan.
do West do	John A. McGillivray	do	Uxbridge	do	W. McKenzie.
Perth, North do	Frederick Louis Menning	do	Sabringville	James Gillespie	A. Irving.
do South do	Thomas King	M.D.	Dublin	James Morris	Samuel Lount.
Prince Edward	James B. Morden	do	Pictou	T. D. McConkey	do
Renfrew, South Riding	Felix Devine	do	Renfrew	do	do
Simcoe, North do	Henry R. A. Boys	do	Barrie	Cookstown	C. Lindsey.
do South do	John W. Norris	do	do	do	do
Toronto, West do	Huson W. M. Murray	Barriester	Toronto	F. W. Jarvis (York)	H. Dunstond.
do East do	John Blevins	do	do	do	D. McDougall.
Victoria, North do	Samuel Irwin	Gentleman	Lindsay	George Kempt	D. D'Everardo.
Waterloo, South do	A. J. Brewster	do	Hespeler	Moses Springer	
Welland	A. K. Scholfield	do	Port Colborne	G. J. Duncan	

ONTARIO—Concluded.

Electoral District.	Name of Returning Officer.	Occupation.	Residence.	Name of Sheriff.	Name of Registrar.
Wentworth, North Riding.....	Edwin Woodhouse.....	.....	Dundas	Hon. A. McKellar	J. M. Williams.
do South do	William A. H. Duff.....	Barrister	Barton	do	do
Wellington, South do	Richard Mitchell .....	.....	Guelph	Hon. P. Gow.....	N. Higinbotham.
do do	Thomas McManus ..	.....	Arthur, P.O	do	J. J. Pearson.
York, North do	Seth Ashton.....	.....	Aurora.....	F. W. Jarvis.....	J. J. Pearson.
do East do	Bernard Saunders .....	.....	Toronto	do	J. Ridout.
do West do	John D. Evans.....	.....	Islington	do	

RETURN

(34)

an ORDER of the HOUSE OF COMMONS, dated 21st February, 1883 ;—For copies of the Returns, annual and monthly, made by the Banque de St. Jean, since 1875, to the Government ; also for Copies of the certificates granted by the Treasury Board to the said Bank on going into operation.

RETURN

(35)

an ORDER of the HOUSE OF COMMONS, dated 23th February, 1883 ;—for a Return showing :—1st. The Number of Licensed Tobacco Manufactories on the 1st day of February, 1883, in which Canadian Leaf is exclusively used.

2nd. The quantity of Canadian Leaf used in Tobacco Manufactories since the passing of the Inland Revenue Act of 1880, to 1st February, 1883 ; and

3rd. The quantity of Cigars and Cavendish produced, respectively, since the 1st May, 1880, to 1st February, 1883, in Manufactories in which Canadian Leaf is exclusively used.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,

Acting Secretary of State.

3rd March, 1883.

*In accordance with the recommendation of the Joint Committee on Printing,
the above Returns are not printed.]*

RETURN

(35a)

To an ORDER of the HOUSE OF COMMONS, dated 2nd April, 1883 ;—For copies of all Documents (Complaints, Reports of Engineers, &c.) relating to Seizure of Tobacco quite recently made on the premises of Mr. Bernatchez and other Merchants of Montmagny, under the Law which permits a Seizure of contraband Tobacco wherever found.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
11th April, 1883.

Acting Secretary of State.

[In accordance with the recommendation of the Joint Committee on Printing, the above Return is not printed.]

RETURN

(36)

to an ORDER of the HOUSE OF COMMONS, dated 23rd February, 1883 :—For a Return showing the quantity in tons of Coal exported from each Port in Nova Scotia, for the year ending June 30th, 1882; also, for the six months ending December 31st, 1882, and the Countries to which exported, also quantities sent by railway and by water (separately) to any Ports of Quebec and Ontario, naming places sent to.

By Command,

HECTOR L. LANGEVIN,

DEPARTMENT OF THE SECRETARY OF STATE,
3rd March, 1883.

Acting Secretary of State.

STATEMENT showing the quantity of Coal exported from each Port in the Province of Nova Scotia, and the Countries to which exported, during the Fiscal Year ending 30th June, 1882, as called for by an Order of the House of Commons dated 23rd February, 1883.

Ports.	Countries to which Exported.	Total Produce.	Total Produce.	Recapitulation by Countries.	Tons.
		Tons.	Tons.		
Amherst.....	United States.....	1,110		Great Britain	6,112
			1,110	United States	105,943
Halifax.....	Great Britain	5,956		Newfoundland	57,004
do	United States.....	988		British West Indies..	753
do	Newfoundland	71		Spanish West Indies..	18,885
do	British West Indies..	415		French West Indies..	402
do	Spanish West Indies..	1,670		Saint Pierre.....	4,381
do	French West Indies..	402		France.....	300
do	Brazil	300		Germany	410
do	France.....	300		Russia.....	250
do	Germany.....	410		British Guiana.....	1,625
do	Russia.....	250	10,762	Brazil	300
				Mexico.....	540
North Sydney.....	United States.....	2,761			
do	Newfoundland	27,357			
do	Saint Pierre	3,413	33,531		
			7,231		
St. John's.....	United States.....	7,231			
do	United States.....	16,869			
do	Newfoundland	682			
do	British Guiana.....	1,625	19,176		
St. John's.....	Newfoundland	2	2		
St. John's.....	Great Britain	156			
do	United States.....	76,984			
do	Newfoundland	28,892			
do	British West Indies..	338			
do	Spanish West Indies..	17,215			
do	Saint Pierre	968			
do	Mexico.....	540	125,093		
	Totals	193,905	196,905	Total by Countries	196,905

J. JOHNSON, *Commissioner of Customs.*

CUSTOMS DEPARTMENT, OTTAWA, 2nd March, 1883.

STATEMENT showing the quantity of Coal exported from each Port in the Province of Nova Scotia, and the Countries to which exported, during the six months ending 31st December, 1882, as called for by an Order of the House of Commons dated 23rd February, 1883.

Ports.	Countries to which Exported.	Produce.	Not Produce.	Total.	Total from each Port.
		Tons.	Tons.	Tons.	Tons.
Amherst.....	United States	285	.....	285	2
Baddeck.....	United States	50	.....	50	
Halifax.....	Great Britain	1,673	.....	1,673	
do	United States	1,419	.....	1,419	
do	Saint Pierre.....	.....	30	30	
do	France.....	250	.....	250	
do	Germany.....	350	.....	350	
do	Russia.....	250	.....	250	
do	Holland	200	.....	200	
North Sydney	United States	3,215	.....	3,215	4,1
do	Newfoundland	31,333	.....	31,333	
do	Saint Pierre.....	998	.....	998	
do	Germany.....	1,150	.....	1,150	
Parrsborough.....	United States	3,415	.....	3,415	36,6
Pictou	United States	22,918	.....	22,918	3,4
do	Newfoundland	1,185	.....	1,185	
Sydney.....	United States.....	54,723	.....	54,723	24,1
do	Newfoundland	27,717	.....	27,717	
do	British West Indies.....	282	.....	282	
do	Spanish West Indies.....	13,864	.....	13,864	
do	French West Indies.....	286	.....	286	
do	Saint Pierre.....	2,585	.....	2,585	
do	Brazil.....	159	.....	159	
do	Mexico.....	2,466	.....	2,466	
Yarmouth.....	United States .....	.....	403	403	102,0
	Totals	170,773	433	171,206	4

RECAPITULATION BY COUNTRIES.

	Tons.	Remarks.
Great Britain.....	1,673	This Department has no means of knowing "the quantities sent by railway and water to any Ports of Quebec or Ontario."
United States.....	56,428	
Newfoundland.....	60,235	
Saint Pierre	3,613	
France.....	250	
Germany.....	1,500	
Holland.....	200	
Russia.....	250	
British West Indies	282	
Spanish West Indies.....	13,864	
French West Indies	286	
Brazil	159	
Mexico.....	2,466	
Total.....	171,206	

J. JOHNSON, *Commissioner of Customs.*

CUSTOMS DEPARTMENT, OTTAWA, 2nd March, 1883.

REGULATIONS

(36 a)

For the disposal of Coal Lands approved by His Excellency the Administrator of the Government in Council on the 2nd of March, 1883, substituted for those of the 17th of December, 1881.

1. The following districts have been set apart and the lands therein withdrawn from ordinary sale and from settlement, and declared to be coal districts, the same to be known as those of the Souris River, the Bow River, the Belly River and the Saskatchewan River, the said districts for the present to be composed as follows:

I.—SOURIS RIVER COAL DISTRICT.

Township 1 and south halves of 2, Ranges 4, 5, 6, west of 2nd meridian.

" 1, 2, 3,	" 7, 8,	"
" 1, 2, 3,	" 9, 10,	"
" 1, 2, 3, 4,	" 11,	"
" 1, 2, 3, 4, 5,	" 12, 13,	"
" 2, 3, 4, 5,	" 14,	"
" 3, 4, 5,	" 15,	"
" 4, 5,	" 16,	"
" 5,	" 17,	"

II.—BOW RIVER COAL DISTRICT.

Townships 19, 20, 21, Ranges 18, 19, west of 4th meridian.

" 20, 21, 22,	" 20, 21,	"
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III.—BELLY RIVER COAL DISTRICT.

Townships 8, 9, 10, Ranges 21, 22, 23, west of 4th meridian.

IV.—SASKATCHEWAN RIVER COAL DISTRICT.

Townships 11, 12, 13, Ranges 2, 3, 4, 5, 6, 7, 8, 9, 10, west of 4th meridian.

" 14, 15, 16,	" 2, 3, 4, 5,	"
---------------	---------------	---

2. The land within the coal districts will be surveyed as soon as possible, and hereafter will be periodically offered for sale by tender or public auction, at any upset price; the same together with the terms and conditions of the sale, to be fixed from time to time by the Minister of the Interior.

3. With respect to leases which have already been granted, each lessee who has fulfilled the conditions thereof, may, within two years from the date of the Order in Council authorizing his lease, convert the leasehold into freehold, by paying in cash the upset price placed by the Minister of the Interior on the lands in the coal district wherein the said leasehold is situated, but the lease shall be null and void in all cases where the conditions have not been fulfilled by the lessee, especially the conditions contained in clause five of the said Regulations, which is as follows:—That failure to commence active operations within one year, and to work the mine within two years of the commencement of the term of the lease, or to pay the ground rent or royalty, shall subject the lessee to forfeiture of the lease and resumption of the land by the Crown."

4. In cases where the Minister of the Interior satisfies himself that companies or persons having expended a considerable sum of money in exploring for coal within the limits of any district for which they may have applied under the Regulations of

the 17th December, 1881, the said lands may be sold to such company or person as the upset price fixed for lands in the coal district in which such tract may be situated.

5. The boundaries beneath the surface of coal mining locations shall be the vertical planes or lines in which their surface boundaries lie.

6. The rights of lessees and of persons in favor of whom Orders in Council authorizing leases have been passed, shall not be affected by these regulations except in so far as they may be consistent therewith.

LINDSAY RUSSELL, *Deputy Minister of the Interior.*

These Regulations shall not go into operation until after they have been laid before both Houses of Parliament for thirty days without disapproval by either House.

RETURN

(36b)

To an ORDER of the HOUSE OF COMMONS, dated 19th February, 1883;—
For Copies of all applications for Sales or Leases, and all Correspondence or Reports touching all Leases of Coal Lands in the North West, not already brought down; and Statement of the Payments made under any Leases of Coal Lands.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
23rd April, 1883.

Acting Secretary of State.

STATEMENT of Leases issued for Coal Location (for 21 years).

P. Mitchell,
Allan Kennedy,
John Ogilvie,
Edward Skead,
C. J. Campbell,
Henry Hogan,
Josephine Farijana,
William Wainwright.

For copies of Leases see their respective files.

STATEMENT of the Payments made under Leases of Coal Lands.

May, 1882.

Peter Mitchell	\$ 40 00
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October, 1882.

E. Skead	40 00
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November, 1882.

G. Allan Kennedy	40 00
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John Ogilvie	40 00
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Josephine Farijana	40 00
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C. J. Campbell	40 00
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Wm. Hogan	40 00
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\$200 00

January, 1883.

W. Wainwright	40 00
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Grand total	<u>\$320 00</u>
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SCHEDULE of Coal Applications received, from the 21st June, 1878, to the 24th February, 1883.

Fyle.	Applicant.	Date Received.	Description.	Remarks.
270. 14160	Henry S. Moore	June 21, 1878.	Mining location 1 A and 2 A, Prince Albert Settlement, N.W.T.	
75. 20431	J. R. Sutherland.....	Oct. 30, 1879.	A tract of land marked "B."	
74. 20430	Robert P. Banks	do 30, 1879.	Tract of land near 3-crossing of the Souris River, marked "C"	
115. 21493	Matthew T. Hunter.....	Jan. 8, 1880.	Coal location "D"	
232. 28004	The Souris Coal and Fuel Co. (Limited)	Nov. 6, 1880.	Coal location "E," Souris River ...	
232. 28004	do do ...	do 6, 1880.	do "F" do ...	
232. 28004	do do ...	do 6, 1880.	do "G" do ...	
232. 28004	do do ...	do 6, 1880.	do "I" do ...	
232. 28004	do do ...	do 6, 1880.	do "K" do ...	
232. 28004	Edward Benson.....	do 6, 1880.	do "H" do ...	
232. 28004	A. D. Osborne	do 6, 1880.	do "J" do ...	
232. 28004	The Souris Coal and Fuel Co. (Limited).....	do 6, 1880.	do "L" do ...	
232. 28004	James O'Connor.....	do 6, 1880.	do "M" do ...	
232. 28004	Donald McKay.....	do 6, 1880.	do "N" do ...	
232. 28004	Chas. C. Powell.....	do 6, 1880.	do "O" do ...	
232. 28004	The Souris Coal and Fuel Co. (Limited).....	do 6, 1880.	do "P" do ...	
232. 28004	William Murdock	do 6, 1880.	do "Q" do ...	
232. 28004	Edward C. Jones.....	do 6, 1880.	do "R" do ...	
232. 28004	Clarkson Jones.....	do 6, 1880.	do "S" do ...	
232. 28004	The Souris Coal and Fuel Co. (Limited).....	do 6, 1880.	do "T" do ...	
232. 28004	do do ...	do 6, 1880.	do "U" do ...	
232. 28004	do do ...	do 6, 1880.	do "V" do ...	
232. 28004	do do ...	do 6, 1880.	do "X" do ...	
242. 28004	Stephen Wright and Richard Abbott.....	Dec. 2, 1880.	do 19 "K" do ...	
265. 29432	E. D. Orde.....	Jan. 8, 1881.	The S. $\frac{1}{2}$ Sec. 13, Tp. 2, R. 8, W.S.P.M.	
265. 29433	R. H. Orde.....	do 8, 1881.	The S. $\frac{1}{2}$ Sec. 17, Tp. 2, R. 8....	
270. 29521	Henry Stewart Moore....	Jan. 12, 1881.	Opposite the Government steam saw mill.....	
273. 29876	Ed. P. Leacock	do 22, 1881.	Timber limits 53 and 54, Noble's survey.....	
287. 30195	Alex. McIntyre, David Scott, Henry Harvey, M. E. Tuttle and E. McDonald	Jan. 29, 1881.	Coal lands (Folio 22) Secs. 10, 11, 12, 13, 14, 15, 16, 17, 21, &c.....	
296. 30505	Henry Harvey and M. R. Cameron	Feb. 8, 1881.	Big Island, Lake Winnipeg.....	
303. 30887	Brouse Wood, Bathgate & Gerril	do 16, 1881.	Black Island.....	
331. 31993	John McLatchie and J. Wood	Mar. 14, 1881.	Big Rice River.....	
430. 31573	J. C. Schluhauf and C. McKillop	do 4, 1881.	Tp. 1, R. VI and VII East.....	
726.	Thos. M. Gibb, T. C. Scobie, W. G. Dennison, R. B. Hunter, Chas. A. Shaw, G. F. Carruthers, F. W. Gibbs	July 9, 1881.	Sec. 30 and 31, Tp. 1, R. 16, 2nd M....	See No. 2763.
1355	Benjamin Cronyn	Jan. 3, 1882.	E. $\frac{1}{2}$ Sec. 13, Tp. 2, R. 8, W. of 2nd M.....	
1327	James Slown	do 3, 1882.	E. $\frac{1}{2}$ Sec. 14, Tp. 2, R. 8, W. 2nd M.....	

SCHEDULE of Coal Applications—Continued.

Fyle.	Applicant.	Date Received.	Description.	Remarks.
1326	Charles F. Complin	Jan. 3, 1882.	W. $\frac{1}{2}$ Sec. 14, Tp. 2, R. 8, W. 2nd M.	
1325	Thos. Beattie	do 3, 1882.	W. $\frac{1}{2}$ Sec 13, Tp. 2, R. 8, W. 2nd M	
1324	John Labatt	do 3, 1882.	W. $\frac{1}{2}$ Sec. 11 do do ...	
1328	Joshua D. Dalton	do 3, 1882.	E. $\frac{1}{2}$ Sec. 12 do do ...	
1420	P. Mitchell	do 23, 1882.	S.W. $\frac{1}{4}$ and S.E. $\frac{1}{4}$ Sec. 15, Tp. 2, R. 8, W. 2nd M.	
1446	Dennis O'Brien	do 25, 1882.	S.E. $\frac{1}{4}$ & S.W. $\frac{1}{4}$ of 10 Tp. 2, R. 8, W. of 2nd M.	
1454	C. Casils	do 26, 1883.	N. $\frac{1}{2}$ Sec. 15, Tp. 2, R. 8, W. 2nd M	
1453	John Casils	do 26, 1882.	S. $\frac{1}{2}$ Sec. 22 do do ...	
1458	E. J. Charlton	do 25, 1882.	N.W. $\frac{1}{4}$ & N.E. $\frac{1}{4}$ 16, Tp. 2, R. 8, W. 2nd M.	
1460	F. Gordeau and H. C. Pelletier	do 27, 1882.	N. $\frac{1}{2}$ & S. $\frac{1}{2}$ 17, Tp. 2, R. 8, W., 2nd M.	
1461	McLeod Stewart	do 27, 1882.	S. $\frac{1}{2}$ 19, Tp. 2, R. 8, W., 2nd M...	
1462	Archibald Stewart	do 27, 1882.	N. $\frac{1}{2}$ 12 do do ...	
1463	A. G. Irvine	do 27, 1882.	N. $\frac{1}{2}$ 11 do do ...	
1464	J. M. Browning, Cochrane Rancho Co.	do 26, 1882.	Coal mining location, Bow River, N.W.T.	
1467	J. Stewart	do 27, 1882.	N. $\frac{1}{2}$ 23, Tp. 2, R. 8, W., 2nd M.	
1468	A. Blackburn	do 27, 1882.	S. $\frac{1}{2}$ of Sec. 13 do do ...	
1469	James Mitchell	do 27, 1882.	S. $\frac{1}{2}$ Sec. 34 do do ...	
1470	James A. Gouin	do 27, 1882.	S. $\frac{1}{2}$ Sec. 27 do do ...	
1471	J. Vivian	do 27, 1882.	S. $\frac{1}{2}$ Sec. 23 do do ...	
1472	Thomas McGreevy	do 27, 1882.	N. $\frac{1}{2}$ do do do ...	
1473	Charles J. Campbell	do 27, 1882.	S. $\frac{1}{2}$ Sec 31, Tp. 2, R. 13 do ...	Cancelled. See No. 2638.
1474	C. E. Graham, M.D.	do 27, 1882.	N. $\frac{1}{2}$ Sec. 27, Tp. 2, R. 8 do ...	
1475	William Michell	do 27, 1882.	S. $\frac{1}{2}$ Sec 14 do do ...	
1477	N. Sheron	do 28, 1882.	Coal mining location, Belly River, N.W.T.	
1491	P. J. Bucke	do 31, 1882.	S. $\frac{1}{2}$ Sec. 24, Tp. 2, R. 8, W., 102nd M., N.W.T.	
1483	E. S. Skead	do 30, 1882.	N. $\frac{1}{2}$ 10, Tp. 2, R. 8, W. of 2nd M	
1481	E. F. Bucke	do 30, 1882.	N. $\frac{1}{2}$ Sec. 10, Tp. 2, R. 8, 102nd M., N.W.T.	
1492	do	do 31, 1882.	S. $\frac{1}{2}$ Sec. 20, Tp. 2, R. 8, 102nd M	
1498	R. H. Whitehead	do 31, 1882.	Coal location on Police Creek.	
1506	Alex. T. Small	Feb. 1, 1882.	N. $\frac{1}{2}$ Sec. 24, Tp. 2, R. 8, W. 2nd P. M.	
1507	George Cameron	do 1, 1882.	Mining location for Mica, near Slave Lake	
1509	H. H. Ferguson	do 1, 1882.	S. $\frac{1}{2}$ Sec. 26, Tp. 2, R. 8, W., 2nd P.M.	
1519	Percy R. Todd	do 2, 1882.	N. $\frac{1}{2}$ Sec. 18, Tp. 2, R. 8, 102nd M., N.W.T.	
1523	G. B. Jackson	do 3, 1882.	Mining location in Tp. 5, $\frac{1}{2}$ -mile E. of 3rd P.M.	
1524	Frank King	do 3, 1882.	In most northerly row of Secs. of Tp. 5 $\frac{1}{2}$ -mile E., 3rd P. M	
1522	T. W. Walsh	do 3, 1882.	No. 6, 1 mile E., 3rd P. M.	Withdrawn.
1534	A. Bowie	do 4, 1882.	N. $\frac{1}{2}$ 23, Tp. 2, R. 8, W. 2nd M.	
1535	George Kirkpatrick	do 4, 1882.	N. $\frac{1}{2}$ Sec. 21, Tp. 2, R. 8, N., do	
1536	A. P. Bradley	do 1882.	S. $\frac{1}{2}$ Sec. 35, Tp. 2, R. 8, W., 2nd P. M.	
1537	R. G. Lunt	do 4, 1882.	N. $\frac{1}{2}$ Sec. 14, Tp. 2, R. 8, W., 2nd P. M.	Withdrawn. See 2371.
1545	John Hubert Hill	Feb. 6, 1882.	N. $\frac{1}{2}$ Sec. 24, Tp. 2, R. 8 W. in 102nd M., N. W. T.	
1546	William Francis O'Brien	do 6, 1882.	N. $\frac{1}{2}$ Sec. 28, Tp. 2, R. 8 W. in 102nd M., N.W.T.	
1547	James Edward O'Brien	do 6, 1882.	S. $\frac{1}{2}$ Sec. 28, Tp. 2, R. 8, W., in 102, M., N.W.T.	

SCHEDULE of Coal Applications—*Continued.*

Fyle.	Applicant.	Date Received.	Description.	Remarks.
1549	Charles Bate.....	do 6, 1882.	N. $\frac{1}{2}$ Sec. 6, Tp. 3, R. 17, W., in in 102nd M., N.W.T.....	
1549	Charles Bate (for son)	do 6, 1882.	S. $\frac{1}{2}$ Sec. 6, Tp. 3, R. 17, W., in 102nd M., N.W.T.....	
1550	John Hill.....	Feb. 6, 1882.	S. $\frac{1}{2}$ Sec. 4, Tp. 3, R. 8, W., in 102nd M., N.W.T.....	
1552	John R. Armstrong.....	do 7, 1882.	S. $\frac{1}{2}$ Sec. 20, Tp. 2, R. 8, W., in 102nd M., N.W.T.....	
1554	Alfred Geddes.....	do 7, 1882.	S. $\frac{1}{2}$ Sec. 23, Tp. 2, R. 8, W., in 102nd M., N.W.T.....	
1572	James Lord Hill.....	do 8, 1882.	S. $\frac{1}{2}$ Sec. 2, Tp. 3, R. 8, in 102nd, M., N.W.T.....	
1574	Frank W. Hill.....	do 8, 1882.	S. $\frac{1}{2}$ Sec. 2, R. 8, Tp. 7, in 102nd M.....	
1576	Frank E. McDonald.....	do 9, 1882.	N. $\frac{1}{2}$ Sec. 28, Tp. 1, R. 6, 2nd M.....	
1537. 1577	R. G. Lunt.....	do 9, 1882.	S. $\frac{1}{2}$ Sec. 16, Tp. 2, R. 8, W., 2nd M.....	Withdra n.
1578	J.W.McD. Lunt.....	do 9, 1882.	N. $\frac{1}{2}$ Sec. 22, Tp. 1, R. 6, 2nd M.....	
1579	Enoch R. F. McD. Lunt...	do 9, 1882.	E. $\frac{1}{2}$ Sec. 20, Tp. 1, R. 6, W., 2nd M.....	
1580	J. H. Lunt.....	do 9, 1882.	E. $\frac{1}{2}$ Sec. 4, Tp. 2, R. 8, W., 2nd P.M.....	
1463. 1590	A. G. Irvine.....	do 11, 1882.	W. $\frac{1}{2}$ Sec. 24, Tp. 2, R. 8, W., 2nd P.M.....	
1592	James P. Mitchell.....	do 11, 1882.	S. $\frac{1}{2}$ Sec. 28, Tp. 2, R. 8, W., 2nd P.M.....	
1593	H. Harris.....	do 11, 1882.	N. $\frac{1}{2}$ Sec. 20, Tp. 2, R. 8, W., 2nd M.....	
1594	C. W. Carrière.....	do 11, 1882.	S. $\frac{1}{2}$ Sec. 28, Tp. 2, R. 8, W., 2nd P.M.....	
1595	J. P. Lawless.....	do 11, 1882.	N. $\frac{1}{2}$ Sec. 30, Tp. 2, R. 8, W., 2nd M.....	
1596	F. B. MacNamee.....	do 11, 1882.	S. $\frac{1}{2}$ Sec. 21, Tp. 2, R. 8, W. 2nd M.....	
1597	Wm. Watt.....	do 11, 1882.	S. $\frac{1}{2}$ Sec. 32, Tp. 2, R. 8, W., 2nd P. M.....	
1608	Wm. Owens.....	do 13, 1882.	N. $\frac{1}{2}$ Sec. 34, Tp. 2, R. 8, W., 2nd M.....	
1580. 1607	Joseph H. Lunt.....	do 13, 1882.	S. $\frac{1}{2}$ Sec. 25, Tp. 2, R. 8, W., 2nd P.M.....	
1578. 1609	J. H. McD. Lunt.....	do 13, 1882.	S. $\frac{1}{2}$ Sec. 12, Tp. 2, R. 8, W., 2nd M.....	
1610	J. H. Bartlett.....	do 13, 1882.	N. $\frac{1}{2}$ Sec. 33, Tp. 2, R. 8, W., 2nd P.M.....	
1579. 1611	E. R. McD. Lunt.....	do 13, 1882.	S. $\frac{1}{2}$ Sec. 24, Tp. 2, R. 8, W., 2nd P.M.....	
1612	C. J. Chisholm.....	do 13, 1882.	S. $\frac{1}{2}$ Sec. 36, Tp. 2, R. 8, W., 2nd P.M.....	
1618	John H. Hill.....	do 13, 1882.	N. $\frac{1}{2}$ Sec. 4, Tp. 3, R. 8, n 102nd M.....	
1625	R. T. Sutton.....	do 14, 1882.	W. $\frac{1}{2}$ Sec. 30, Tp. 2, R. 8, W., 2nd M.....	
1626	G. R. Kingsmill.....	do 14, 1882.	E. $\frac{1}{2}$ sec. 30, Tp. 2, R. 8, W., 2nd M.....	
1628	Andrew McKnight.....	do 14, 1882.	S. $\frac{1}{2}$ Sec. 6, Tp. 2, R. 8, W., 2nd M.....	
1629	John Squires.....	do 14, 1882.	S. $\frac{1}{2}$ Sec. 4, Tp. 3, R. 8, W., 2nd M.....	
1630	J. S. O'Brien.....	do 14, 1882.	S. $\frac{1}{2}$ Sec. 12, Tp. 3, R. 8, W., 2nd M.....	
1631	James McKnight.....	do 14, 1882.	N. $\frac{1}{2}$ Sec. 6, Tp. 3, R. 8, W., 2nd M.....	

SCHEDULE of Coal Applications—*Continued.*

Fyle.	Applicant.	Date Received.	Description.	Remarks.
1632	Richard Bermer.....	do 14, 1882.	N. $\frac{1}{2}$ Sec. 12, Tp. 3, R. 8, W., 2nd M.....	
1643	E. O'Connor and J. H. Finlay.....	do 15, 1882.	Sec. 14, R. 8, Tp. 3, W., 2nd P.M.....	
1644	H. E. Smallpiece and J. R. Fall.....	Feb. 15, 1882.	Sec. 10, Tp. 3, R. 8, W., 2nd P.M.....	
1645	H. W. Smallpiece and H. Gummer.....	do 15, 1882.	Tp. 3, R. 8, Sec. 16, W., 2nd P.M.....	
1648	D. Ewart.....	do 16, 1882.	N. $\frac{1}{2}$ Sec. 32, Tp. 2, R. 8, W., 102nd M.....	
1642	T. J. Chadwick and J. C. Chadwick.....	do 15, 1882.	Tp. 3, R. 8, Sec. 18, W., 2nd P. M.....	
1651	F. N. Bythe.....	do 15, 1882.	S. $\frac{1}{2}$ Sec. 24, Tp. 3, R. 8, W., 102nd M.....	
1652	Adh. Peterson and A. Nordheimer.....	Feb. 15, 1882.	Sec. 16, Tp. 3, R. 8, W.....	
1656	David Matheson.....	do 15, 1882.	Sec. 6, R. 7, W., Tp. 2.....	
1663	Isaac B. Tackaberry.....	do 16, 1882.	S. $\frac{1}{2}$ Sec. 22, Tp. 1, R. 8, W., 2nd M.....	
1674	Thomas Spence.....	do 16, 1882.	W. $\frac{1}{2}$ Sec. 16, Tp. 6, R. 18, W.	
1674	Hon. H. J. Clarke.....	Feb. 16, 1882.	E. $\frac{1}{2}$ Sec. 16, Tp. 6, R. 19, W.	
1674	John Costigan, M.P.....	do 16, 1882.	N. $\frac{1}{2}$ Sec. 14, do do	} Fyle 1593.
1674	Hon. Wm. McDougall....	do 16, 1882.	N.-W. $\frac{1}{2}$ Sec. 6, Tp. 7, R. 17, W.	
1674	A. C. McDougall.....	do 16, 1882.	N.-E. $\frac{1}{2}$ Sec. 30, Tp. 6, R. 19, W.	
1674	W. P. Anderson.....	do 16, 1882.	N.-W. $\frac{1}{2}$ Sec. 22, Tp. 6, R. 18, W.	
1674	B. H. Rothwell.....	do 16, 1882.	N.-E. $\frac{1}{2}$ Sec. 20, do	} Fyle 1593.
1674	F. J. Clarke.....	do 16, 1882.	E. $\frac{1}{2}$ Sec. 30, Tp. 6, R. 19, W.	
1688	James Corbett.....	do 18, 1882.	N. $\frac{1}{2}$ Sec. 3, Tp. 2, R. 8, W. of 2nd M.....	
1692	A. L. W. Begg.....	do 20, 1882.	North bank of High river.....	See Ref. 1865.
1691	J. R. Stevenson and John R. Banchew.....	do 20, 1882.	320 acres on Belly and Little Boa rivers.....	
1701	James Speight.....	do 20, 1882.	320 acres on Bas River.....	
1716	Robert P. McLea.....	do 21, 1882.	N. $\frac{1}{2}$ Sec. 36, Tp. 2, R. 8, W., 2nd P.M.....	
1704	Chas. Magee.....	do 21, 1882.	On South Saskatchewan River, as shown on plan accompany- ing application.....	
1711	J. S. McCuaig, for under- signed.....	do 21, 1882.		
1711	Jacob Fraleck.....	do 21, 1882.	W. $\frac{1}{2}$ Sec. 32, Tp. 3, R. 8, W, 2nd P.M...	
1711	William Conger.....	do 21, 1882.	E. $\frac{1}{2}$ Sec. 32, do do	
1711	Joseph Pearson.....	do 21, 1882.	W. $\frac{1}{2}$ Sec. 34, do do	
1711	John Abercombe.....	do 21, 1882.	E. $\frac{1}{2}$ Sec. 34, do do	
1711	Joseph Redmond.....	do 21, 1882.	W. $\frac{1}{2}$ Sec. 36, do do	
1711	Wellington Boulter.....	do 21, 1882.	E. $\frac{1}{2}$ Sec. 36, do do	
1712	Edward Wright.....	do 21, 1882.	N. $\frac{1}{2}$ Sec. 25, Tp. 2, do	
1713	John Cotton.....	do 21, 1882.	S. $\frac{1}{2}$ Sec. 19, do do	
1715	William Washburn.....	do 21, 1882.	S. $\frac{1}{2}$ Sec. 33, do do	
1717	Chancy Johnston.....	do 22, 1882.	N. $\frac{1}{2}$ Sec. 32, Tp. 2, R. 8, W., 2nd P.M...	
1718	Kenneth Marsden.....	do 22, 1882.	do 30, do do	
1719	J. O. Marsden.....	do 22, 1882.	do 31, do do	
1739	Richard Nagle.....	do 23, 1882.	S. $\frac{1}{2}$ Sec. 9, Tp. 3 do	
1740	George Link.....	do 23, 1882.	W. $\frac{1}{2}$ Sec. 3, do do	
1741	J. T. Lambert.....	do 23, 1882.	N. $\frac{1}{2}$ Sec. 9, do do	
1742	H. M. Bowie.....	do 23, 1882.	W. $\frac{1}{2}$ Sec. 10, do do	
1743	J. T. Lambert.....	do 23, 1882.	S. $\frac{1}{2}$ Sec. 15, do do	

SCHEDULE of Coal Applications—*Continued.*

Fyle.	Applicant.	Date Received.	Description.	Remarks.
1744	G. S. G. Bowie	do 23, 1882.	W. $\frac{1}{2}$ Sec. 14, Tp. 3, R. 8, 2nd P.M.....	Granted.
1754	Sir A. T. Galt	do 24, 1882.	Coal location on Bow River....	
1758	Richard Hardesty	do 25, 1882.	Coal location on Saskatchewan.	
1766	George Duval	do 27, 1882.	Coal location, W. $\frac{1}{2}$ Sec. 14, Tp. 3, R. 8, W., 2nd P.M.....	
1767	R. R. Dobell.....	do 27, 1882.	Coal location, E. $\frac{1}{2}$ Sec. 3, Tp. 2, R. 8, W., 2nd P.M.....	
1768	Macpherson Dobell.....	do 27, 1882.	Coal location, W. $\frac{1}{2}$ Sec. 2, Tp. 3, R. 8, W., 2nd P.M.....	
1789	John Scully	do 28, 1882.	S. $\frac{1}{2}$ Sec. 22, Tp. 3, R. 8, W., 2nd P.M.....	
1793	A. Boutbee, on behalf of Wm. Humberstan and S. T. Humberstan.....	do 28, 1882.	Coal location on Saskatchewan River, near Edmonton.....	
1795	Wm. Hudson	Feb. 28, 1882.	C.L., W. $\frac{1}{2}$ Sec. 5, Tp. 3, R. 8, W. 2nd P.M.....	
1796	R. W. Shepherd	do 28, 1882..	C.L., E. $\frac{1}{2}$ Sec. 2, Tp. 3, R. 8, W. 2nd P.M.....	
1797	R. W. Shepherd, jun	do 28, 1882..	C.L., E. $\frac{1}{2}$ Sec. 10, Tp. 3, R. 8, W. 2nd P.M.....	
1799	G. W. Hudson	do 28, 1882.	C.L., N. $\frac{1}{2}$ Sec. 4, Tp. 3, R. 8, W. 2nd P.M.....	
1817	Thos. Andrews.....	March 2, 1882.	C.L., N. $\frac{1}{2}$ Sec. 14, Tp. 1, R. 7; also, E. $\frac{1}{2}$ Sec. 32, Tp. 1, R. 7, West	
1818	B. B. Johnston.....	do 2, 1882.	W. $\frac{1}{2}$ Sec. 24, Tp. 1, R. 7, W., Coal L.....	
1819	A. L. Cross.....	do 2, 1882.	S. $\frac{1}{2}$ Sec. 4, Tp. 2, R. 7, W., C.L. { S. $\frac{1}{2}$ Sec. 36, Tp. 1, R. 7, W. }	
1820	Chas. H. Fisher.....	do 2, 1882.	{ S. $\frac{1}{2}$ Sec. 10, Tp. 2, R. 7, W. }	
1832	Telephore Fournier.....	do 4, 1882.	C.L., E. $\frac{1}{2}$ Sec. 16, Tp. 3, R. 8, W. 2nd M.....	Coal location.
1844	C. L. Sanders.....	do 6, 1882.	C.L., S. $\frac{1}{2}$ Sec. 35, Tp. 1, R. 7, W. 2nd M.....	
1845	E. B. Sanders.....	do 6, 1882.	C.L., S. $\frac{1}{2}$ Sec. 34, Tp. 1, R. 7, W. 2nd M.....	
1846	W. B. Saunders	do 6, 1882.	C.L., S. $\frac{1}{2}$ Sec. 3, Tp. 2, R. 7, W. 2nd M.....	
1847	Robert Crawford.....	do 6, 1882.	C.L., S. $\frac{1}{2}$ Sec. 2, Tp. 2, R. 7, W. 2nd M.....	
1848	E. C. Fisher	do 6, 1882.	C.L., S. $\frac{1}{2}$ Sec. 4, Tp. 2, R. 7, W. 2nd M.....	
1849	F. J. Saunders	do 6, 1882.	C.L., S. $\frac{1}{2}$ Sec. 5, Tp. 2, R. 7, W. 2nd M.....	
1850	Angus Cameron	do 6, 1882.	C.L., S. $\frac{1}{2}$ Sec. 36, Tp. 1, R. 7, W. 2nd M.....	
1692. 1865	A. L. W. Begg.....	do 7, 1882.	Coal location on High River, W. 2nd M.....	This in substitution for 1692
1851	Thomas Wyles.....	do 6, 1882.	C.L., S. $\frac{1}{2}$ Sec. 1, Tp. 2, R. 7, W. 2nd M.....	
1863	Geo. W. Smitt.....	do 7, 1882.	C.L., W. $\frac{1}{2}$ Sec. 16, Tp. 3, W. 2, R. 8.	See letter 2891
1864	Geo. Hes.....	do 7, 1882.	C.L., N.W. $\frac{1}{4}$ Sec. 15, and S.W. $\frac{1}{4}$ Sec. 22, Tp. 3, R. 8, W. 2nd M.....	
1867	Robert Kane.....	do 7, 1882.	C.L., W. $\frac{1}{2}$ Sec. 16, Tp. 3, R. 8, W. 2nd P.M.....	
1875	Lectin Lindsay.....	do 8, 1882.	N. $\frac{1}{2}$ Sec. 13, Tp. 2, R. 8, W. 2nd P.M.....	
1880	A. B. Chaffee.....	do 8, 1882..	C.L., $\frac{1}{2}$ Sec. 20, Tp. 2, R. 8, W. 2nd P.M.....	
1905	Jacob Erratt.....	do 10, 1882.	C.L., E. $\frac{1}{2}$ Sec. 5, Tp. 3, R. 8, W. 2nd P.M.....	

SCHEDULE of Coal Applications—*Continued.*

Fyle.	Applicant.	Date Received.	Description.	Remarks.
1894	T. C. Farigard, C. K. Ogden, H. B. Vallière, W. Wogurchow and B. F. Campbell.....	Mar. 10, 1882.	C.L., R. 7, Tp. 1; W. $\frac{1}{2}$ lot 24, R. 7, Tp. 1; lot 14, R. 7, Tp. 1; lot 26.....	Cancelled by letter, 6th July, 1882.
1711. 1900	J. S. McCuaig	do 9, 1882.	.....	Substituting the names of certain gentlemen in lieu of those mentioned in your application of 20th February.
1888. 1904	George Hilliard.....	do 10, 1882.	C.L., N. $\frac{1}{2}$ Sec. 30, Tp. 1, R. 6, W. 2nd P.M.....	
1918	Christopher L. Walsh	do 11, 1882.	C.L., described in folio 46	
1919	Henry Graff.....	do 11, 1882.	C.L., N. $\frac{1}{2}$ Sec. 25, R. 1, Tp. 5, W. 3rd P.M., N.W.T.....	
1920	William Sharp	do 11, 1882.	C.L., S. $\frac{1}{2}$ Sec. 24, R. 1, Tp. 5, W. 3rd P.M., N.W.T.....	
1921	D. A. Kizer.....	do 11, 1882.	C.L., situate in N.W.T. See folio 46.....	
1936	Joseph Andrews and Jas. Heffernan	do 13, 1882.	Sec. 9, Tp. 2, R. 8, W. 2nd P.M.	
1937	A. W. Minton and J. L. Murphy.....	do 13, 1882.	Sec. 7, Tp. 3, R. 8, W. 2nd M., N.W.T.....	
1938	Thos. A. W. Gordon, on behalf of Dr. Orton.....	do 13, 1882.	Sec. 5, Tp. 3, R. 8, W. 2nd P.M.	
1939	H. E. Smallpiece.....	do 13, 1882.	C.L., Sec. 17, Tp. 3, R. 8, W. 2nd P.M.....	
1941	Robert A. Begg	do 14, 1882.	C.L., on Bow River, N.W.T.	
1958	D. Bergin, on behalf of Joseph A. Woodruff....	do 14, 1882.	C.L., E. $\frac{1}{2}$ Sec. 1, Tp. 3, R. 8, 2nd P.M.....	
1959	Lewis L. Sovereign.....	do 15, 1882.	Coal location, N.W.T., folio 47.	
1960	Colville Brown	do 15, 1882.	do do	
1961	Wm. Grant Macdonald....	do 15, 1882.	Coal location, E. & W. Centre, Tp. 4, E. 3rd P.M., 1 mile E. said meridian, N.W.T.....	
1964	J. C. Rykert, on behalf of J. H. Ingersoll.....	do 15, 1882.	C.L., E. $\frac{1}{2}$ Sec. 3, Tp. 3, R. 8, 2nd M.....	
1965	J. C. Rykert, on behalf of Thomas Orr	Mch. 15, 1882.	E. $\frac{1}{2}$ Sec. 5, Tp. 3, R. 8, 2nd M., N.W.T.....	
1966	J. C. Rykert, on behalf of Thomas Beattie.....	do 15, 1882.	C.L., W. $\frac{1}{2}$ Sec. 1, Tp. 3, R. 8, 2nd M., N.W.T.....	
1967	Wm. Sutherland.....	do 15, 1882.	C.L., E. $\frac{1}{2}$ Sec. 1, Tp. 3, R. 8, W. 2nd P.M.....	
1968	H. W. Shepherd	do 15, 1882.	C.L., W. $\frac{1}{2}$ Sec. 1, Tp. 3, R. 8, W. 2nd P.M.....	
1970	Jas. Colcleugh.....	do 15, 1882.	C.M., situate on Lake Winnipeg	
1972	Robert Douell.....	do 15, 1882.	N. $\frac{1}{2}$ Sec. 15, Tp. 8, R. 3, W. 4th P.M.....	
1973	G. Lyall.....	do 15, 1882.	S. $\frac{1}{2}$ Sec. 23, Tp. 8, R. 3, W. 4th P.M.....	
1974	G. Douell.....	do 15, 1882.	N. $\frac{1}{2}$ Sec. 14, Tp. 8, R. 3, W. 4th P.M.....	
1975	R. H. Douell.....	do 15, 1882.	S. $\frac{1}{2}$ Sec. 22, Tp. 8, R. 3, W. 4th P.M.....	

SCHEDULE of Coal Applications.—*Continued.*

Fyle.	Applicant.	Date Received.	Description.	Remarks.
1980	W. R. Forster	Mar. 18, 1882.	S. $\frac{1}{2}$ Sec. 33, Tp. 1, R. 7, W. 2nd P.M.	
2011	Thos. Golder & J. Hallet	do 17, 1882.	Sec. 13, Tp. 3, R. 8, W. 2nd P.M.	
1353. 2016	George Cameron.....	do 18, 1882.	Applying for a mining location in British Columbia, &c.	
2018	R. J. Seymour	do 18, 1882.	N. $\frac{1}{2}$ Sec. 7, Tp. 2, R. 8, W. 2nd P.M.	
2056	D. D. E. Potter.....	do 21, 1882.	W. $\frac{1}{2}$ Sec. 9, Tp. 2, R. 8, 2nd M., N.W.T.	
2057	Thomas Bullevant.....	do 21, 1882.	C.L. E. $\frac{1}{2}$ Sec. 9, Tp. 2, R. 8, 2nd M.	
2084	H. E. Smallpiece.....	do 24, 1882.	Sec. 17, Tp. 2, R. 7, W. 2nd P.M., N.W.T.	
2090	James Murphy.....	do 25, 1882.	N. $\frac{1}{2}$ Sec. 14, Tp. 2, R. 8, W. 2nd P.M., N.W.T.	
2094	T. Shaw Harrison and W. R. Smallpiece	do 25, 1882.	Sec. 9, Tp. 2, R. 7, W. 2nd P.M.	
2097	Wm. Hardie	do 25, 1882.	N. $\frac{1}{2}$ Sec. 26, Tp. 1, R. 7, W. 2nd P.M.	See No. 2763.
2098	Alfred Hardie	do 25, 1882.	N. $\frac{1}{2}$ Sec. 25, Tp. 1, R. 7, W. 2nd P.M.	do
2099	Samuel Hardie.....	do 25, 1882.	E. $\frac{1}{2}$ Sec. 34, Tp. 1, R. 7, W. 2nd P.M.	do
2100	Wm. S. Tilton	do 25, 1882.	S. $\frac{1}{2}$ Sec. 5, Tp. 2, R. 7, W. 2nd P.M.	do
2101	J. Hall Brock	do 25, 1882.	N. $\frac{1}{2}$ Sec. 7, Tp. 2, R. 7, W. 2nd P.M.	do
2102	W. B. Jummings.....	do 25, 1882.	N. $\frac{1}{2}$ Sec. 2, Tp. 2, R. 8, W. 2nd P.M.	do
2103	H. H. Lang.....	do 25, 1882.	N. $\frac{1}{2}$ Sec. 11, Tp. 2, R. 8, W. 2nd P.M.	do
2104	Thos. Hazelwood	do 25, 1882.	S. $\frac{1}{2}$ Sec. 13, Tp. 2, R. 8, W. 2nd P.M.	do
2105	C. W. Scott	do 25, 1882.	S. $\frac{1}{2}$ Sec. 14, Tp. 2, R. 8, W. 2nd P.M.	do
2106	Chas. F. Law	do 25, 1882.	S. $\frac{1}{2}$ Sec. 15, Tp. 2, R. 8, W. 2nd P.M.	do
2112	A. Pratt.....	do 27, 1882.	S. $\frac{1}{2}$ Sec. 3, Tp. 2, R. 8, W. 2nd P.M.	
2113	Isaac Erratt	do 27, 1882.	S.E. $\frac{1}{4}$ Sec. 10, Tp. 2, R. 8, W. 2nd P.M.	
2114	Wm. Pratt	do 27, 1882.	N. $\frac{1}{2}$ Sec. 26, Tp. 2, R. 8, W. 2nd P.M.	
2116	Joshua Amable	do 27, 1882.	E. $\frac{1}{2}$ Sec. 8, Tp. 2, R. 8, W. 2nd P.M.	
2117	Chas. Amable	do 27, 1882.	N. $\frac{1}{2}$ Sec. 29, Tp. 2, R. 8, W. 2nd P.M.	
2118	W. H. Erratt	do 27, 1882.	S. $\frac{1}{2}$ Sec. 4, Tp. 2, R. 8, W. 2nd P.M.	
1545. 2119	John H. Hill.....	do 27, 1882.	S. $\frac{1}{2}$ Sec. 29, Tp. 2, R. 8, W. 2nd P.M.	
2120	Horace O. E. Pratt	do 28, 1882.	E. $\frac{1}{2}$ Sec. 9, Tp. 2, R. 8, W. 2nd P.M.	
2137	J. C. Rykert, on behalf of C. J. McCuaig, Picton.	do 29.....	W. $\frac{1}{2}$ lot 36, Tp. 1, R. 8, 2nd P.M.	
2138	J. C. Rykert, on behalf of C. M. Arnold.....	do 29.....	E. $\frac{1}{2}$ lot 36, Tp. 1, R. 8	do ...
2139	J. C. Rykert, on behalf of Chas. P. Camp	do 29.....	E. $\frac{1}{2}$ Sec. 11, Tp. 3, R. 8	do ...
2140	J. C. Rykert, on behalf of Jas. Murray	do 29.....	E. $\frac{1}{2}$ lot 7, Tp. 3, R. 8	do ...
2141	J. C. Rykert, on behalf of Mercer J. Adam.....	do 29.....	W. $\frac{1}{2}$ Sec. 11, Tp. 3, R. 8	do ...
2200	James Moore Skelton.....	April 4.....	S. $\frac{1}{2}$ Sec. 21, Tp. 1, R. 8 W	do ...
2201	J. M. Skelton, on behalf of Jeremiah Skelton....	do 4.....	E. $\frac{1}{2}$ Sec. 13, Tp. 2, R. 8 W	do ...

SCHEDULE of Coal Applications—*Continued.*

Fyle.	Applicant.	Date Received.	Description.	Remarks.
1882.				
2202	J. M. Skelton, on behalf of Thos. Stephenson ...	April 4	E. $\frac{1}{2}$ Sec. 24, Tp. 2, R. 8 W., 2nd P.M.	
2203	James Henry, M.D.	do 4	N. $\frac{1}{2}$ Sec. 19, Tp. 2, R. 8 W do	
2204	Samuel Henry	do 4	E. $\frac{1}{2}$ Sec. 7, Tp. 2, R. 8 W do	
2205	J. M. Skelton, on behalf John Stephenson	do 4	N. $\frac{1}{2}$ Sec. 8, Tp. 2, R. 8 W. do	
2084.	2255 H. E. Smallpiece and J. J. Chadwick	do 7	Sec. 10, Tp. 3, R. 8; Sec. 16, Tp. 3, R. 8, W.	
			Sec. 18, Tp. 3, R. 8; Sec. 14, Tp. 3, R. 8, W.	
	2259 E. Hall	do 8	W. $\frac{1}{2}$ lot 23, Tp. 1, R. 8	
	2262 Samuel L. Crowe	do 8	W. $\frac{1}{2}$ lot 35 do	
	2263 Richard Wood	do 8	W. $\frac{1}{2}$ lot 15, Tp. 3, R. 8	
	2264 John D. Crowe	do 8	W. $\frac{1}{2}$ lot 35, Tp. 1, R. 8	
	2283 Thos. Scott, M.P., C. E. Kaulbach; petition J. H. Bell, E. Ashdown, J. W. Harris and T. S. Hay	do 11	South side of Bow River, near the confluence of Crow Foot Creek, and Bowkwin West, 4th P.M.	
	2301 E. Donohue	do 14	S. $\frac{1}{2}$ Sec. 1, Tp. 2, R. 6, W., 2nd P.M.	
	2302 F. Lamoureux	do 14	S. $\frac{1}{2}$ S. 7, Tp. 2, R. 7, W., 2nd P.M.	
	2303 Jos. Vaudrin	do 14	S. $\frac{1}{2}$ Sec. 2, Tp. 2, R. 6, W., 2nd P.M.	
	2304 J. R. Foster	do 14	N. $\frac{1}{2}$ Sec. 3, Tp. 2, R. 6, W., 2nd P.M.	
	2305 Hector Pagunelo	do 14	N. $\frac{1}{2}$ Sec. 1, Tp. 2, R. 6, W., 2nd P.M.	
	2306 C. Pagunelo	do 14	S. $\frac{1}{2}$ Sec. 3, Tp. 2, R. 6, W., 2nd P.M.	
	2307 T. J. Donoghue	do 14	N. $\frac{1}{2}$ lot 27, Tp. 1, R. 6, W., 2nd P.M.	
	2312 W. J. Garraway	do 15	S. $\frac{1}{2}$ Sec. 4, Tp. 3, R. 8, W., 102nd P.M.	
	2311 T. H. Brydges	do 15	Situate on Bow River, N.W.T.	
	2292 O. M. Smith	do 12	North side of E. and W. line, Tp. 6, 3rd M., N.W.T.	
	2260 Charles Elliott	do 13	S. $\frac{1}{2}$ Sec. 15, Tp. 1, R. 8, W., 2nd P.M.	
510.	1521 Wm. Lethbridge	Feb. 2	4 locations, as shown on plan ...	
	1889 Watson, Thorne & Smillie	April 14	Coal location on Saskatchewan River	
	2361 Wm. Bredin	do 19	Coal location on south bank of North Saskatchewan River ...	
	2369 J. A. Gemmill, on behalf of Ogilvie and others. .	do 20	Lease of two coal mining locations, Bow River	
37.	2370 J. A. Gemmill, on behalf of Perry and others.	do	Two coal mining locations on Bow River District	
	2371 R. G. Lunt	April 20	N. $\frac{1}{2}$ Sec. 14, Tp. 2, R. 8, W., 2nd P.M.	
	2405 R. P. Mitchell	do 24	Coal location, S. $\frac{1}{2}$ Sec. 12, Tp. 2, R. 8, W., 2 P.M.	Withdrawn
	2427 John McKenna	do 26	S. $\frac{1}{2}$ Sec. 25, Tp. 2, R. 8, W., 2nd P.M.	
	2457 J. C. Rykert, on behalf of J. H. Stann	do 28	lot 5, Tp. 2, R. 7, 2nd P.M.	
	2458 J. C. Rykert, on behalf of Wm. Stretchewar	do 28	W. $\frac{1}{2}$ 19, do do ...	
	2459 J. C. Rykert, on behalf of Richard Ward	do 28	W. $\frac{1}{2}$ 18, do do ...	

SCHEDULE of Coal Applications—Continued.

Fyle.	Applicant.	Date Received.	Description.	Remarks.
		1882.		
2460	J. C. Rykert, on behalf of D. D. Potter.....	April 28.....	E. $\frac{1}{2}$ 26, Tp. 1, R. 6, 2nd P.M.	
2462	J. C. Rykert, on behalf of Jos. A. Wordmutt.....	do 28.....	S. $\frac{1}{2}$ 21, do do ...	
2461	J. C. Rykert, on behalf of William U. Green.....	do 28.....	S. $\frac{1}{2}$ lot 22, Tp. 1, R. 7, 2nd P.M.	
2499	P. B. Benoit.....	May 3.....	N. $\frac{1}{2}$ Sec. 32, Tp. 1, R. 7, W., 2nd P.M.	
2505	B. J. Harrington.....	do 4.....	Situate middle branch Old Man River, for 55.....	
2518	John McIntosh & Co.....	do 5.....	N.-W. $\frac{1}{2}$ Sec. 6, Tp. 2, R. 7, W., 2nd P.M.	
2521	Robert Mitchell.....	do 5.....	S. $\frac{1}{2}$ Sec. 16, Tp. 1, R. 8, W., 2nd P.M.	
270. 2447	Moore, Dennis & Co.....	April 28.....	Coal location, surveyed by J.C. Reid, D.L.S., U. Saskatchewan River	
2531	Achille Gagnon.....	May 5.....	N. $\frac{1}{2}$ Sec. 6, Tp. 2, R. 7, W., 2nd P.M.	
2534	P. Robertson and J. Pattison.....	do 6.....		See fyle.
2499 {	2543 P. B. Benoit, on behalf of Michael Benoit.....	do 8.....	S. $\frac{1}{2}$ Sec. 7, Tp. 2, R. 7, W., 2 M.	
	2575 P. B. Benoit.....	do 10.....	N. $\frac{1}{2}$ Sec. 6, do do ...	2499.
	2587 J. A. Gemmill, on behalf of D. McEachren	do 11.....	Sec. 10, Tp. 24, R. 1, near Fort Calgary	
2499. 2576	P. B. Benoit	do 10.....	S. $\frac{1}{2}$ Sec. 6, Tp. 2, R. 7, W., 2 M.	2499.
2588	P. R. Prinzie.....	do 11.....	Plan attached to fyle.....	
2613	B. B. Bouchard.....	do 13.....	C. M. L. Sec. 3, Tp. 2, R. 7, W., 2nd P.M.	
2614	D. O. Barbeau, M.P.....	do 13.....	do Sec. 2, do do ...	
1473. 2633	J. C. Campbell	do 15.....	S. $\frac{1}{2}$ Sec. 31, Tp. 2, R. 8, W., 2nd P.M.	See No. 1473.
2645	Miss Wilmot, B. Bourinot and Edmund J. Walsh.	do 15.....	Westerly bank of Bow River. ...	
2645	John E. Richard.....	do 15.....	That part of Sec. 1, Tp. 2, R. 8, W., 2nd P.M.	
2657	D. O. Barbeau, M.P.	do 16.....	Sec. 10, N. $\frac{1}{2}$ Sec. 12, S. $\frac{1}{2}$ Sec. 13, 14 and 15 of R. 8, Tp. 2, W., of 2nd P.M.	
2659	Emile Richard.....	do 16.....	N. $\frac{1}{2}$ Sec. 8, Tp. 2, R. 7, W. 2nd M.	
2660	Jos. Oct. Bourbeau.....	do 16.....	N. $\frac{1}{2}$ Sec. 11, Tp. 2, R. 8, W., do	
2659. 2661	Philippe Thomas.....	do 16.....	S. $\frac{1}{2}$ Sec. 8, Tp. 2, R. 7, W., 2nd P.M.	
2667	C. F. Ferguson, on behalf of Robert Ferguson and John Charles Brennan.	do 16.....	N. $\frac{1}{2}$ Sec. 34, Tp. 24, R. 2, W., 5th P.M.	
2659	Philippe Thomas.....	do 16.....	Sec. 10, N. $\frac{1}{2}$ Sec. 12, S. $\frac{1}{2}$ Sec. 13, 14 and 15, R. 8, Tp. 2, W., 2nd P.M.	
1353. 2679	George Cameron.....	do 17.....	Commencing at the American line.....	See folio 58.
2691	The Woodbridge Lumber Co., per Chas. M. Wallace	do 17.....	E. $\frac{1}{2}$ of S.-E. $\frac{1}{2}$. Sec 15, R. 8, W. 2.....	
2693	D. Bergin, on behalf of John Bergin.....	do 17.....	Coal license on Egg Creek, N.W.T., as shown on stretch No. 4	
2684	D. Bergin, on behalf of R. McGinnis.....	do 17.....	Coal license on Egg Creek, N.W.T.	

SCHEDULE of Coal Applications—Continued.

Fyle.	Applicant.	Date Received.	Description.	Remarks.
		1892.		
2685	D. Bergin, M.P., on behalf of J. K. Whyte...	May 17.....	A coal license on Egg Creek, N.W.T.	
2686	D. Bergin, M.P., on behalf of David Lockerby	do 17.....	do do ...	
2687	D. Bergin, M.P., on behalf of Henry Beattie.	do 17.....	do do ...	
2688	D. Bergin, M.P., on behalf of W. H. Whyte...	do 17.....	do do ...	
2689	D. Bergin, M.P., on behalf of J. A. Keyes....	do 17.....	do do ...	
2690	D. Bergin, M.P., on behalf of John Broderick	do 17.....	do do ...	
269	D. Bergin, M.P., on behalf of Wm. Buckner..	do 17.....	do do ...	
2692	D. Bergin, M.P., on behalf of D'Arcy Wood.	do 17.....	A coal license in the N.W.T....	
2695	David Douglas.....	do 17.....	Coal location on Saskatchewan River.....	
2723	Wm. Tate Robertson, on behalf of Chas. A. Boxer	do 22.....	S. $\frac{1}{2}$ Sec. 34, Tp. 1, R. 6, W., 2nd P.M.....	
2724	Wm. Tate Robertson on behalf of J. J. Robertson	do 20.....	S.E. $\frac{1}{4}$ Sec. 29, and S.W. $\frac{1}{4}$ Sec. 28, Tp. 1, R. 6, W., 2nd P.M.	
2725	Wm. Tate Robertson.....	do 20.....	N. $\frac{1}{2}$ Sec. 29, Tp. 1, R. 6, W., 2nd P.M.....	
2756	Wm. Muirhead.....	do 23.....	Coal location on Big Saskatchewan.....	
726. 2763	Thos. Clarkson Scoble...	do 25.....	W. $\frac{1}{2}$ Sec. 31, Tp. 1, R. 6, 320 acres	See folio 726.
726. 2763	Wm. G. Dennison.....	do 25.....	S.W. $\frac{1}{4}$, W. $\frac{1}{2}$ of E. $\frac{1}{2}$ 6, Tp. 2, R. 6, 320 acres.....	See fyle 726.
726. 2763	Wm. Hardie.....	do 25.....	N. $\frac{1}{2}$ Sec. 26, Tp. 1, R. 7, 320 acres	do 726.
726. 2763	Alfred Hardie.....	do 25.....	N. $\frac{1}{2}$ Sec. 25 do do ...	do 726.
726. 2763	Samuel Hardie.....	do 25.....	E. $\frac{1}{2}$ Sec. 34 do do ...	do 726.
726. 2763	Robert Heber Bowes.....	do 25.....	S. $\frac{1}{2}$ Sec. 4, Tp. 2, R. 7 do ...	do 726.
726. 2763	Francis H. Carruthers.....	do 25.....	N. $\frac{1}{2}$ Sec. 5 do do ...	do 726.
726. 2763	Wm. D. Tilton.....	do 25.....	S. $\frac{1}{2}$ Sec. 5 do do ...	do 726.
726. 2763	Chas. A. Shaw.....	do 25.....	N. $\frac{1}{2}$ Sec. 6 do do ...	do 726.
726. 2763	Robert H. Hunter.....	do 25.....	N. $\frac{1}{2}$ Sec. 7, Tp. 1, R. 7 do ...	do 726.
726. 2763	Jeffrey Hall Brock.....	do 25.....	N. $\frac{1}{2}$ Sec. 7, Tp. 2, R. 7 do ...	do 726.
726. 2763	George F. Carruthers.....	do 25.....	N. $\frac{1}{2}$ Sec. 12, Tp. 2, R 8 do ...	do 726.
726. 2763	W. B. Jennings.....	do 25.....	N. $\frac{1}{2}$ Sec. 2 do do ...	do 726.
726. 2763	H. H. Lang.....	do 25.....	N. $\frac{1}{2}$ Sec. 11 do do ...	do 726.
726. 2763	Thos. Hezelwood.....	do 25.....	N. $\frac{1}{2}$ Sec. 13 do do ...	do 726.
726. 2763	C. W. Scott.....	do 25.....	S. $\frac{1}{2}$ Sec. 14 do do ...	do 726.
726. 2763	C. F. Law.....	do 25.....	S. $\frac{1}{2}$ Sec. 15 do do ...	do 726.
726. 2763	Harry C. Gibbs.....	do 25.....	S. $\frac{1}{2}$ Sec. 11 do do ...	do 726.
726. 2763	Thomas N. Gibbs.....	do 25.....	S. $\frac{1}{2}$ Sec. 2 do do ...	do 726.
726. 2763	F. W. Gibbs.....	do 25.....	S. $\frac{1}{2}$ Sec. 12 do do ...	do 726.
2077. 2922	A. W. Lippe, D.L.S.....	June 13.....	Mining location on Big Island.	Plan & field notes attached to fyle
2941. 2947	P. McCarthy.....	do 21.....	Coal location on the Belly River	
1889, 2947	Messrs. Watson, Thorne & Smillie.....	June 19.....	5 locations for coal on the Saskatchewan.....	Described on folio 63.
2941, 2958	Peter McCarthy.....	do 20.....	Low water mark of the Belly River.....	
2963	F. Beverly Robertson.....	do 20.....	Coal location in the Red Deer River.....	
2991	Geo. B. Bompas, per Sir A. T. Galt.....	do 24.....	Coal Area C.....	See folio 65.
2993	W. H. Smith, per Sir A. T. Galt.....	do 24.....	do D, on Bow River, N.W.T.....	
2995	W. A. B. Burdett Coutts, per Sir A. T. Galt.....	do 24.....	do B, Belly River, N.W.T	
301	Montague Aldous & L. A. Hamilton.....	.....	Coal mining location on the Bow River.....	

SCHEDULE of Coal Applications—Continued.

Fyle.	Applicant.	Date Received.	Description.	Remarks.
1882.				
3053	James H. Reid.....	July 6.....	Coal location I. A., N.B., Saskatchewan River.....	
3054	Albert Christie.....	do 6.....	Coal location (the S. ½ only), No. 2, A.....	See fyle No. 30 do 30 do 30
3055	Thomas W. Dobbie.....	do 6.....	Coal location, N. ½ No. 2, A.....	
3056	W. J. Jones.....	do 6.....	do N. ½ No. 4, A.....	
3057	Ed. G. Burk.....	do 6.....	do E. ½ No. 4, A.....	
3079	James C. Anderson.....	do 10.....	do 7 miles north of Little Hole River.....	
3102	Wm. Z. Rochester.....	do 12.....	English River where it joins Hole River.....	
3113	James Reynolds.....	do 14.....	S. ½ Sec. 25, Tp. 25, R. 2, W.....	Fyled by C. T. Orton, Esq. M.P.
3113	Peter King.....	do 14.....	N. ½ Sec. 25, do	
3113	P. A. W. Gordon.....	do 14.....	N. ½ Sec. 36, do	
3113	J. F. Patterson.....	do 14.....	N. ½ Sec. 36, do	
3113	J. C. Morran.....	do 14.....	S. ½ Sec. 24, do	
3113	John Green Armitage.....	do 14.....	N. ½ Sec. 24, do	
3113	Geo. Grant.....	do 14.....	S. ½ Sec. 9, do	
3113	Alex. Shaw.....	do 14.....	N. ½ Sec. 9, do	
3113	P. C. Close.....	do 14.....	S. ½ Sec. 10, do	
3113	Thos. Patterson.....	do 14.....	N. ½ Sec. 10, do	
3113	D. J. Beach.....	do 14.....	S. ½ Sec. 18, do	
3113	W. J. Peachy.....	do 14.....	N. ½ Sec. 18, do	
3113	Thos. Biggar.....	do 14.....	S. ½ Sec. 12, Tp. 25, R. 3, W.....	
3113	Joseph Bertram.....	do 14.....	N. ½ Sec. 12, do	
3113	G. Wilson.....	do 14.....	S. ½ Sec. 13, do	
3113	J. R. Missler.....	do 14.....	N. ½ Sec. 13, do	
3113	John Beattie.....	do 14.....	S. ½ Sec. 14, do	
3113	James Wilson.....	do 14.....	N. ½ Sec. 14, do	
3113	Wm. Spires.....	do 14.....	S. ½ Sec. 23, do	
3113	John Black.....	do 14.....	N. ½ Sec. 23, do	
3113	Chas. Biggar.....	do 14.....	S. ½ Sec. 11, do	
3113	John Anderson.....	do 14.....	N. ½ Sec. 11, do	
3113	James Goldie.....	do 14.....	S. ½ Sec. 26, Tp. 24, R. 2, W.....	
3113	A. W. Wright.....	do 14.....	N. ½ Sec. 26, do	
3113	A. Blackburn.....	do 14.....	S. ½ Sec. 35, do	
3113	E. T. O'Callaghan.....	do 14.....	N. ½ Sec. 35, do	
3113	R. R. McLellan.....	do 14.....	S. ½ Sec. 27, do	
3113	M. S. Frazer.....	do 14.....	N. ½ Sec. 27, Tp. 24, R. 2, W.....	
3113	Wm. Collin.....	do 14.....	S. ½ Sec. 23, Tp. 24, R. 2, W.....	
3113	F. F. Blackwood.....	do 14.....	N. ½ Sec. 23, Tp. 24, R. 2, W.....	
3113	B. Saunders.....	do 14.....	S. ½ Sec. 3, Tp. 25, R. 2, W.....	
3113	W. Reynolds.....	do 14.....	N. ½ Sec. 3, Tp. 25, R. 2, W.....	
3113	C. Allen.....	do 14.....	S. ½ Sec. 4, Tp. 25, R. 2, W.....	
3113	T. W. Dobbie.....	do 14.....	N. ½ Sec. 4, Tp. 25, R. 2, W.....	
3113	C. S. Shaw.....	do 14.....	S. ½ Sec. 5, Tp. 25, R. 2, W.....	
3113	John C. Brennan.....	do 14.....	N. ½ Sec. 5, Tp. 25, R. 2, W.....	
3113	Wm. Lukes.....	do 14.....	S. ½ Sec. 6, Tp. 25, R. 2, W.....	
3113	John Fennell.....	do 14.....	N. ½ Sec. 6, Tp. 25, R. 2, W.....	
3113	L. Anthons.....	do 14.....	S. ½ Sec. 7, Tp. 25, R. 2, W.....	
3113	John Thompson.....	do 14.....	N. ½ Sec. 7, Tp. 25, R. 2, W.....	
3113	W. J. Jones.....	do 14.....	S. ½ Sec. 8, Tp. 25, R. 2, W.....	
3113	M. Dickinson.....	do 14.....	N. ½ Sec. 8, Tp. 25, R. 2, W.....	
1353. 3024	Geo. Cameron.....	do 29.....	Mining Location S. of Lake Nipissing.....	
3140	Donald Ross.....	do 15.....	A coal claim situate on his homestead.....	
1894. 3143	Josephine L. Farjana....	do 18.....	N. ½ Sec. 36, Tp. 1, S. 7, W. 2nd P.M.....	
3144	W. Hogan.....	do 18.....	N. ½ Sec. 14, Tp. 1, R. 7, W. 2nd P.M.....	
3211	Dr. Bergin, M.P., on behalf of David Flack....		Egg Lake, N.W.T.....	
3284	John McKeune.....		On Bow River.....	

SCHEDULE of Coal Applications—*Continued.*

Fyle.	Applicant.	Date Received.	Description.	Remarks.
		1882.		
3283	Robert Banner		On Bow River	
3286	George Shirley		do	
3287	D. A. Keizer		do	
3288	F. F. Hay		do	
3297	G. John Guest		Easterly point of Big Island, Lake Winnipeg	
3453	J. E. Woodworth	Aug. 15	{ Tp. 12, R's 6, 7, 8 & 9, W. 4th P.M., situated at a point 6 miles west of the conflu- ence of the Seven Persons' River and the Belly River, are school and H.B. sections which are excepted	
	John R. Cameron	do 15		
	Joseph F. Woodworth	do 15		
	Duncan Frazer	do 15		
	Walter M. Carruthers	do 15		
	Benjamin F. Woodworth	do 15		
3489	Hugh Wrightson	do 22	Between junction of Big Bow and Little Bow Rivers	
3521	Chas. Aspdin	do 15	About 6 miles E. direction from W.M.P.P.	
3113. 3219	William H. Hunter (Orangeville, Ont.)	do 26	S. $\frac{1}{2}$ Sec. 15, Tp. 25, R. 3, W. 5th P.M.	
3113. 3219	Dr. Henry (Orangeville, Ont.)	do 26	N. $\frac{1}{2}$ Sec. 15, Tp. 25, R. 3, W. 5th P.M.	
3113. 3219	T. M. Skelton (Orange- ville, Ont.)	Aug. 26	S. $\frac{1}{2}$ Sec. 22, Tp. 25, R. 3, W. 5th P.M.	
3113. 3219	Richard T. Hamm	do 26	N. $\frac{1}{2}$ Sec. 21, Tp. 25, R. 3, W. 5th P.M.	
3545	George A. Kennedy	do 30	S.E. $\frac{1}{4}$ Sec. 6, and S.W. $\frac{1}{4}$ Sec. 5, Tp. 13, R. 6, W. 4th	
3546	J. A. Gemmill, for John Ogilvie	do 30	N.E. $\frac{1}{4}$ Sec. 31, N.W. $\frac{1}{4}$ Sec. 32, Tp. 12, R. 6, W. 4th	
2369. 3547	J. A. Gemmill, for S. Ogil- vie and others	do 30	West side of Bow River, next loc. of Sir A. T. Galt	
3575	Charles Smith	Sept. 2	On the middle fork of the Old Man River	
3612	J. A. Codd	do 6	On Bow River	
3545. 3616	J. A. Gemmill, for G. Allen Kennedy	do 6	S.W. $\frac{1}{4}$ Sec. 6, T. 13, R. 6, W. 4th P.M.	
3546. 3617	J. A. Gemmill, for John Ogilvie	do 6	S. $\frac{1}{2}$ Sec. 32, Tp. 12, R. 6, W. 4th P.M.	
3664	Thos. F. Nellis and Thos. Wells	do 15	S. $\frac{1}{2}$ Sec. 31, Tp. 12, R. 6, W. 4th P.M.	
3666	D. Tisdale	do 15	Sec. 32, Tp. 12, R. 6, W. 4th P.M.	
3689	H. H. Smith	do 19	N.E. $\frac{1}{4}$ Sec. 6, and S.E. $\frac{1}{4}$ Sec. 7, Tp. 13, R. 6, W. 4th P.M.	
3690	James Anderson	do 19	N. $\frac{1}{4}$ Sec. 5, Tp. 13, R. 6, W. 4th P.M.	
1888. 3692	George Hilliard	do 19	E. $\frac{1}{2}$ Sec. 12, Tp. 13, R. 7, W. 4th P.M.	
3693	Alexander Shaw	do 19	S.W. $\frac{1}{4}$ Sec. 8, and N.E. $\frac{1}{4}$ Sec. 7, Tp. 13, Range 6, W. 4th M.	
3694	R. A. Morrow	do 19	W. $\frac{1}{2}$ Sec. 4, Tp. 13, R. 6, W. 4th P.M.	
3695	Thomas Cahill	do 19	N.E. $\frac{1}{4}$ Sec. 32, Tp. 12, R. 6, W. 4th, and N.W. $\frac{1}{4}$ Sec. 31, Tp. 12, R. 6, W. 4th.	
3705	John Stewart (contractor)	do 19	S.E. cor. Tp. 11, R. 4, W. 4th M.	

SCHEDULE of Coal Applications—*Continued.*

Fyle.	Applicant.	Date Received.	Description.	Remarks.
		1882.		
3711	Joseph G. Davies (Winnipeg) and Archibald J. Reid (Ingersoll).....	Sept. 20.....	S. $\frac{1}{2}$ Sec. 5, Tp. 13, R. 6, W. 4th M.	
3718	Alphonse Parent.....	do 20.....	E. $\frac{1}{2}$ Sec. 1, Tp. 13, R. 7, W. 4th P.M.	
3719	Alexander Forbes.....	do 20.....	W. $\frac{1}{2}$ Sec. 12, Tp. 13, R. 7, W. 4th P.M.	
3720	George A. Smith.....	do 20.....	E. $\frac{1}{2}$ Sec. 36, Tp. 12, R. 7, W. 4th M.	
3721	Ephraim G. Sills.....	do 20.....	N. $\frac{1}{2}$ Sec. 30, Tp. 12, R. 6, W. 4th P.M.	
3722	John N. Lee.....	do 20.....	N. $\frac{1}{2}$ Sec. 29, Tp. 12, R. 6, W. 4th P.M.	
3723	J. C. Jamieson.....	do 20.....	W. $\frac{1}{2}$ Sec. 23, Tp. 12, R. 6, W. 4th P.M.	
3724	Redner Finkle.....	do 20.....	W. $\frac{1}{2}$ Sec. 33, Tp. 12, R. 6, W. 4th P.M.	
3725	J. H. Sills.....	do 20.....	E. $\frac{1}{2}$ Sec. 4, Tp. 13, R. 6, W. 4th P.M.	
3740	E. B. Frolick (Belleville, Ont.).....	do 22.....	South side of Bow River.....	
3741	Orval Sills (Frankford, Ont.).....	do 22.....	do do	
3742	Geo. D. Dickson (Belleville, Ont.).....	do 22.....	do do	
3743	Henry R. Smith (Trenton, Ont.).....	do 22.....	do do	
3745	W. T. Baker (Trenton, O.).....	do 22.....	do do	
3746	W. Vrooman (Winnipeg).....	do 23.....	do do	
3747	Ruliff Grass.....	do 23.....	do do	
3813	Walter Carruthers.....	do 22.....	E. $\frac{1}{2}$ Sec. 35, Tp. 12, R. 7, W. 4th P.M.	
3814	Benjamin B. Woodworth.....	do 22.....	E. $\frac{1}{2}$ Sec. 22, Tp. 12, R. 6, W. 4th P.M.	
3815	George W. Woodworth.....	do 22.....	W. $\frac{1}{2}$ Sec. 22, Tp. 12, R. 6, W. 4th P.M.	
3816	John Densmore.....	do 22.....	E. $\frac{1}{2}$ Sec. 21, Tp. 12, R. 6, W. 4th P.M.	
3817	David R. Huntly.....	do 22.....	W. $\frac{1}{2}$ Sec. 21, Tp. 12, R. 6, W. 4th P.M.	
3818	Isaac Bell.....	do 22.....	E. $\frac{1}{2}$ Sec. 19, Tp. 12, R. 6, W. 4th P.M.	
3819	Ralph Ross.....	do 22.....	W. $\frac{1}{2}$ Sec. 19, Tp. 12, R. 6, W. 4th M.	
3820	Edward A. Pyke.....	do 22.....	E. $\frac{1}{2}$ Sec. 32, Tp. 12, R. 7, W. 4th M.	
3821	Joseph H. Chipman.....	do 22.....	W. $\frac{1}{2}$ Sec. 32, Tp. 12, R. 7, W. 4th M.	
3822	Jno. D. Fraser.....	do 22.....	E. $\frac{1}{2}$ Sec. 27, Tp. 12, R. 6, W. 4th M.	
3823	Isaac Starrett.....	do 22.....	W. $\frac{1}{2}$ Sec. 27, Tp. 12, R. 6, W. 4th M.	
3824	William Wheaton.....	do 22.....	E. $\frac{1}{2}$ Sec. 28, Tp. 12, R. 6, W. 4th M.	
3825	Arthur L. Sifton.....	do 22.....	E. $\frac{1}{2}$ Sec. 31, Tp. 12, R. 7, W. 4th M.	
3826	Robt. G. Roach.....	do 22.....	W. $\frac{1}{2}$ Sec. 33, Tp. 12, R. 7, W. 4th M.	
3827	John W. Sifton.....	do 22.....	E. $\frac{1}{2}$ Sec. 33, Tp. 12, R. 8, W. 4th M.	

SCHEDULE of Coal Applications—*Continued.*

Fyle.	Applicant.	Date Received.	Description.	Remarks.
		1882.		
3828	Arthur W. Molesworth...	Sept. 22.....	W. $\frac{1}{2}$ Sec. 33, Tp. 12, R. 8, W. 4th P.M.....	
3829	William P. Molesworth...	do 22.....	E. $\frac{1}{2}$ Sec. 33, Tp. 12, R. 8, W. 4th P.M.....	
3830	E. Eavens.....	do 22.....	W. $\frac{1}{2}$ Sec. 33, Tp. 12, R. 8, W. 4th P.M.....	
3831	Joseph E. Eaton.....	do 22.....	S. $\frac{1}{2}$ Sec. 36, Tp. 12, R. 8, W. 4th P.M.....	
3832	Jas. Smart.....	do 22.....	W. $\frac{1}{2}$ Sec. 35, Tp. 12, R. 7, W. 4th P.M.....	
3833	Jas. Shillington.....	do 22.....	E. $\frac{1}{2}$ Sec. 34, Tp. 12, R. 7, W. 4th P.M.....	
3834	George B. Augers.....	do 22.....	W. $\frac{1}{2}$ Sec. 34, Tp. 12, R. 7, W. 4th P.M.....	
3835	William J. White.....	do 22.....	E. $\frac{1}{2}$ Sec. 33, Tp. 12, R. 7, W. 4th P.M.....	
3836	William Barr.....	do 22.....	W. $\frac{1}{2}$ Sec. 33, Tp. 12, R. 7, W. 4th P.M.....	
3837	D. Fraser.....	do 22.....	E. $\frac{1}{2}$ Sec. 30, Tp. 12, R. 7, W. 4th P.M.....	
3838	William Cameron.....	do 22.....	W. $\frac{1}{2}$ Sec. 30, Tp. 12, R. 7, W. 4th P.M.....	
3839	Daniel Cameron.....	do 22.....	E. $\frac{1}{2}$ Sec. 28, Tp. 12, R. 7, W. 4th P.M.....	
3840	Jno. B. Cameron.....	do 22.....	W. $\frac{1}{2}$ Sec. 28, Tp. 12, R. 7, W. 4th P.M.....	
3841	A. A. Decow.....	do 22.....	E. $\frac{1}{2}$ Sec. 27, Tp. 12, R. 7, W. 4th P.M.....	
3842	H. Oliver.....	do 22.....	W. $\frac{1}{2}$ Sec. 27, Tp. 12, R. 7, W. 4th P.M.....	
3843	W. H. Cooke.....	do 22.....	E. $\frac{1}{2}$ Sec. 25, Tp. 12, R. 7, W. 4th P.M.....	
3844	D. McBaine.....	do 22.....	W. $\frac{1}{2}$ Sec. 25, Tp. 12, R. 7, W. 4th P.M.....	
3845	D. H. McMillan.....	do 22.....	E. $\frac{1}{2}$ Sec. 35, Tp. 12, R. 8, W. 4th P.M.....	
3846	R. Edgar.....	do 22.....	W. $\frac{1}{2}$ Sec. 35, Tp. 12, R. 8, W. 4th P.M.....	
3847	William H. Payzant.....	do 22.....	E. $\frac{1}{2}$ Sec. 34, Tp. 12, R. 8, W. 4th P.M.....	
3848	J. R. McMillan.....	do 22.....	W. $\frac{1}{2}$ Sec. 34, Tp. 12, R. 8, W. 4th P.M.....	
3849	W. D. Matheson.....	do 22.....	E. $\frac{1}{2}$ Sec. 32, Tp. 12, R. 8, W. 4th P.M.....	
3850	Samuel Archibald.....	do 22.....	W. $\frac{1}{2}$ Sec. 32, Tp. 12, R. 8, W. 4th P.M.....	
3851	Geo. Foster.....	do 22.....	E. $\frac{1}{2}$ Sec. 31, Tp. 12, R. 8, W. 4th P.M.....	
3852	Rug. W. Ross.....	do 22.....	W. $\frac{1}{2}$ Sec. 31, Tp. 12, R. 8, W. 4th P.M.....	
3853	Jno. Viblock..	do 22.....	S. $\frac{1}{2}$ Sec. 6, Tp. 13, R. 8, W. 4th P.M.....	
3854	T. Mayne Daly.....	do 22.....	S. $\frac{1}{2}$ Sec. 5, Tp. 13, R. 8, W. 4th P.M.....	
3855	Thos. Wastie.....	do 22.....	N. $\frac{1}{2}$ Sec. 36, Tp. 12, R. 9, W. 4th P.M.....	
3856	Job Thompson.....	do 22.....	N. $\frac{1}{2}$ Sec. 35, Tp. 12, R. 9, W. 4th P.M.....	
3857	D. B. Murray.....	do 22.....	N. $\frac{1}{2}$ Sec. 34, Tp. 12, R. 9, W. 4th P.M.....	
3858	Alex. Haggart.....	do 22.....	S. $\frac{1}{2}$ Sec. 1, Tp. 13, R. 9, W. 4th P.M.....	
3859	William Winter.....	do 22.....	S. $\frac{1}{2}$ Sec. 2, Tp. 13, R. 9, W. 4th P.M.....	

SCHEDULE of Coal Applications.—*Continued.*

Fyle.	Applicant.	Date Received.	Description.	Remarks.
		1882.		
	3860 Donald Grant	Sept. 22.....	S. $\frac{1}{2}$ Sec. 3, Tp. 13, R. 9, W. 4th P.M.	
	3861 Donald W. Grant.....	do 22.....	S. $\frac{1}{2}$ Sec. 4, Tp. 13, R. 9, W. 4th P.M.	
	3862 J. M. Ross.....	do 22.....	S. $\frac{1}{2}$ Sec. 5, Tp. 13, R. 9, W. 4th P.M.	
	3863 Charles Livingston.....	do 22.....	S. $\frac{1}{2}$ Sec. 6, Tp. 13, R. 9, W. 4th P.M.	
	3864 Geo. Munro.....	do 22.....	E. $\frac{1}{2}$ Sec. 36, Tp. 12, R. 10, W. 4th P.M.	
	3865 William Fowler.....	do 22.....	W. $\frac{1}{2}$ Sec. 36 do do	
	3867 Frederick Woodworth.....	do 22.....	E. $\frac{1}{2}$ Sec. 33, do R. 6 do	
	3868 Benjamin Woodworth.....	do 22.....	W. $\frac{1}{2}$ Sec. 34 do do	
	3869 B. F. Woodworth.....	do 22.....	E. $\frac{1}{2}$ Sec. 34 do do	
	3870 Jas. E. Hanager.....	do 22.....	E. $\frac{1}{2}$ Sec. 35 do do	
	3871 Isaac Ellis.....	do 22.....	E. $\frac{1}{2}$ Sec. 35 do do	
3717,	3874 Smith Finkle.....	do 22.....	N. side of Crowfoot River.....	
3716,	3876 James H. Smith.....	do 25.....	do do	
	3321 George M. McEwen.....	Aug. 4.....	On the Belly and Bow Rivers...	
	3322 J. S. McEwen.....	do 4.....	On the Red Deer River.....	Lee 5005
	3875 Jas. Redner (Rednersville, Ont).....	Sept. 25.....	N. side of Crowfoot River.....	
	3904 Malcolm McLarty.....	do 27.....	S. $\frac{1}{2}$ Sec. 30, Tp. 12, R. 6, W. of 4th P.M.	
	3905 Jno. Carmichael.....	do 27.....	S. $\frac{1}{2}$ Sec. 18, Tp. 13 do	
	3906 John McLarty.....	do 27.....	S. $\frac{1}{2}$ Sec. 29, Tp. 12 do	
	3914 Edward Faye.....	do 27.....	S. $\frac{1}{2}$ Sec. 30 do do	
	3918 H. T. Ellis.....	do 27.....	S. $\frac{1}{2}$ Sec. 36 do do	
	3919 M. A. McHugh.....	do 27.....	N. $\frac{1}{2}$ Sec. 36 do do	
	3920 John Curry.....	do 27.....	S. $\frac{1}{2}$ Sec. 20 do do	
	3921 Thos. H. Wright.....	do 27.....	N. $\frac{1}{2}$ Sec. 20 do do	
	3922 D. B. Odette.....	do 27.....	S. $\frac{1}{2}$ Sec. 30 do do	
	3923 P. N. Lynch.....	do 27.....	N. Sec. 14, Tp. 13, R. 7 do	
	2926 John Faye.....	do 28.....	E. $\frac{1}{2}$ Sec. 2 do do	
	3929 W. H. Carmichael.....	do 28.....	S. $\frac{1}{2}$ Sec. 12 do do	
	3930 R. R. Mitchell.....	do 28.....	N. $\frac{1}{2}$ Sec. 16 do do	
	3934 Hugh Carmichael.....	do 28.....	S. $\frac{1}{2}$ Sec. 18 do do	
	3934 G. J. O'Boherty.....	do 28.....	S. $\frac{1}{2}$ Sec. 16 do R. 6 do	
	3936 Augustus Keefer.....	do 29.....	N. $\frac{1}{2}$ Sec. 20, Tp. 12 do	
	3937 Jno. Connor, 71 Andrew Street, Ottawa.....	do 29.....	S. $\frac{1}{2}$ Sec. 20 do do	
	3939 J. N. M. Aikins, on behalf of R. Paul & Co.....	do 30.....	N. of the Saskatchewan River..	
	3944 Frank J. Clarke.....	do 30.....	N. E. $\frac{1}{4}$ Sec. 32, and S. E. $\frac{1}{4}$ Sec. 2, Tp. 13, R. 7, W. 4th P.M.	
3691,	3958 Duncan Shaw, per Jas. Anderson.....	do 30.....	N. W. $\frac{1}{4}$ Sec. 6, Tp. 13, R. 6, W. 4th P.M.	
1889,	3940 Watson, Thorn & Smellie, Barristers, Toronto.....	do 30.....	S. bank N. Saskatchewan, S. 36 $\frac{1}{2}$ W., astro. 14 c. 40 l., thence S. 76 $\frac{1}{2}$ E., astro. 65 c. 81 l., to a post, thence N. 13 $\frac{1}{2}$ E.....	
	3975 George Goodwin, Grenville, Ont.....	Oct. 3.....	S. $\frac{1}{2}$ Sec. 28, Tp. 13, R. 6, W. 4th P.M.	
	3981 D. Sutherland.....	do 4.....	S. $\frac{1}{2}$ Sec. 14 do R. 7 do	
3322,	3983 J. S. McEwen.....	do 4.....	N. $\frac{1}{2}$ Sec. 18 do R. 6 do	
	3988 Frederick Young.....	do 4.....	W. $\frac{1}{2}$ Sec. 10 do do	
	3989 K. N. MacFee.....	do 4.....	N. bank of S. Saskatchewan....	
	3990 K. N. MacFee (for C. MacFee).....	do 4.....	S. do do	
	3991 J. & P. MacFee.....	do 4.....	$\frac{1}{2}$ mile distance from S. Saskatchewan.....	
	3992 Finlay Young (Charles Young).....	do 4.....	$\frac{1}{2}$ mile S. of the S. S. River.....	
	3993 D. K. MacLaren.....	Oct. 4.....	S. $\frac{1}{2}$ Sec. 13, Tp. 13, R. 6, W., of 4th M.	
	3994 William Ewart.....	do 4.....	N. $\frac{1}{2}$ do do do	

SCHEDULE of Coal Applications--*Continued.*

Fyle.	Applicant.	Date Received.	Description.	Remarks.
		1882.		
3995	Alex. McFee.....	Oct. 4.....	On the South Saskatchewan...	
4002	Alf. Brown.....	do 5.....	E. $\frac{1}{2}$ Sec. 10, Tp. 13, R. 6, W. of 4th M.....	
4007	Angus Carmichael, per J. S. McEwen.....	do 6.....	Great Elbow, Ross' Creek.....	
4008	E. Champion.....	do 6.....	do do.....	
4005	Geo. McEwen, per J. S. McEwen.....	do 6.....	Ross' Creek, Sec. 36, Tp. 11, R. 3, W. of 4th M.....	
4006	Adam McDougall.....	do 6.....	do do.....	
470. { 4011 } 1070 {	Jas. A. Gouin.....	do 6.....	North-West Territories.....	
4012	H. J. McIntyre.....	do 6.....	do do "B".....	
4013	D. Duval.....	do 6.....	do do "C".....	
4014	F. H. Jacques.....	do 6.....	do do "D".....	
4016	A. G. McBean, on behalf of other.....	do 6.....	On the Upper Saskatchewan....	
4032	Jno. Carmichael, sen., per J. S. McEwen.....	do 9.....	E. $\frac{1}{2}$ Sec. 2, Tp. 13, R. 6, W. of 4th M.....	
4033	Jno. Kerr.....	do 9.....	W. $\frac{1}{2}$ do do do.....	
2370. 4034	J. A. Gemmill, solicitor for A. Perry and others.	do 9.....	South side of Bow River.....	
4045	A. Keefer.....	do 9.....	N. $\frac{1}{2}$ Sec. 24, Tp. 12, R. 6, W. of 4th M.....	
4046	Alvin H. Moore, per C. Colby.....	do 9.....	S. $\frac{1}{2}$ Sec. 24, Tp. 13, do do.....	
4047	W. B. Colby, per C. Colby.....	do 9.....	S. $\frac{1}{2}$ Sec. 30, do do do.....	
4048	William Todd.....	do 9.....	N. $\frac{1}{2}$ do do do do.....	
4050	Jno. B. Daly, per C. Colby.....	do 9.....	N. $\frac{1}{2}$ Sec. 24, do do do.....	
4051	Peter McEwen per J. S. McEwen.....	do 9.....	N. $\frac{1}{2}$ Sec. 18, do do do.....	
3937. 4052	Jno. Conner.....	do 9.....	S. $\frac{1}{2}$ Sec. 24, do do do.....	
4053	H. P. Wright, M.D.....	do 9.....	S. $\frac{1}{2}$ Sec. 30, do do do.....	
4054	Jno. O'Dougherty.....	do 9.....	S. $\frac{1}{2}$ Sec. 20, do do do.....	
4072	Jno. H. Parks.....	do 12.....	On the St. Mary's River.....	
4055. 4098	Geo. C. Holland.....	do 16.....	S. $\frac{1}{2}$ Sec. 32, Tp. 13, R. 6, W. of 4th M.....	
4522. 4110	T. W. Walsh.....	do 17.....	E. $\frac{1}{2}$ Sec. 31, Tp. 20, R. 20, W. of 4th M.....	
4112	C. J. Brydges.....	do 17.....	S.E. cor. Sec. 24, Tp. 8, R. 1, W. of 4th M.....	
273. 4150	Ed. P. Leacock.....	do 21.....	W. $\frac{1}{2}$ Sec. 4, Tp. 13, R. 6, W. of 4th M.....	
283. 4160	D. A. Keizer.....	do 21.....	E. $\frac{1}{2}$ Sec. 5, Tp. 21, R. 20, W. of 4th M.....	
4170	H. F. Teeter.....	do 23.....	S. $\frac{1}{2}$ Sec. 34, Tp. 20, R. 19, W. 4th M.....	
4171	W. H. Teeter.....	do 23.....	N. $\frac{1}{2}$ do do do do.....	
4172	J. C. Boyd.....	do 23.....	W. $\frac{1}{2}$ Sec. 35, do do do.....	
4173	Fred. Cope, jun.....	do 23.....	N. $\frac{1}{2}$ Sec. 33, do do do.....	
4174	F. W. Young.....	do 23.....	S. $\frac{1}{2}$ do do do do.....	
4175	William Dawson.....	do 23.....	N. $\frac{1}{2}$ Sec. 27, do do do.....	
4176	William Wilson.....	do 23.....	S. $\frac{1}{2}$ Sec. 4, Tp. 21, do do.....	
4177	John Wilson.....	do 23.....	S. $\frac{1}{2}$ Sec. 3, do do do.....	
741. 4184	Geo. Merriman.....	do 23.....	North-West Territories "T".....	
743. 4185	H. R. Smith.....	do 23.....	do do "S".....	
999. 4531	J. A. M. Aikins, on behalf of W. S. Clarke.....	do 24.....		Fyle No. 3939.
339. 4196	J. A. M. Aikins, on behalf of Paul & Co.....	do 24.....	South half applied for by him.	
4216	Rankin Dawson, on behalf of A. Walker.....	do 26.....	South side of the Belly River, between Little Bow & Bow Rivers	
4216 $\frac{1}{2}$	W. W. Baby.....	do 19.....	W. $\frac{1}{2}$ Sec. 31, Tp. 20, R. 20, W. of 4th M.....	

SCHEDULE of Coal Applications—Continued.

Fyle.	Applicant.	Date received.	Description.	Remarks.
		1882.		
4217	Rankin Dawson, on behalf of D. McNaughton	Oct. 26	South bank of the Belly River,	
4218	Rankin Dawson, on behalf of H. B. Dawson	do 26	between Little Bow & Bow Rivs.	
4219	Rankin Dawson, on behalf of W. Todd	do 26	do do ...	
4220	Rankin Dawson	do 26	do do ...	
4226	Chas. C. Colby, for John Thornton	do 26	North Saskatchewan River	
1754. 4229	A. T. Galt, on behalf of the North Western Coal and Navigation Co.	do 26	Adjoining W. Lethbridge and others	
4227	Chas. C. Colby, for Geo. O. Doat	do 26	North Saskatchewan River on the south-east side thereof. ...	
4238. 4246	George Ashdown	do 26	E. $\frac{1}{2}$ Sec. 25, Tp. 20, R. 20, W., 4th P.M.	
4237. 4247	R. Cassidy	do 26	E. $\frac{1}{2}$ Sec. 36, Tp. 20, R. 21 do ...	
4239. 4248	E. Tyrrell Smart	do 26	W. $\frac{1}{2}$ do do do ...	
4240. 4249	Philippe A. Deslaurier ...	do 26	E. $\frac{1}{2}$ Sec. 30 do do ...	
1522. 4250	T. W. Walsh	do 26	E. $\frac{1}{2}$ Sec. 31, Tp. 20, R. 20 do ...	
4216 $\frac{1}{2}$. 4251	Wm. W. Baby	do 26	W. $\frac{1}{2}$ Sec. 31 do do ...	
4243. 4252	J. S. Dennis, jun.	do 26	W. $\frac{1}{2}$ Sec. 32 do do ...	
4236. 4253	J. W. Harris	do 26	W. $\frac{1}{2}$ Sec. 30 do do ...	
4235. 4254	Chester Glass	do 26	W. $\frac{1}{2}$ Sec. 4, Tp. 21, R. 20 do ...	
4234. 4255	John Headley Bell	do 26	W. $\frac{1}{2}$ Sec. 25, Tp. 20, R. 21 do ...	
4233. 4256	Alex. Calder	do 26	E. $\frac{1}{2}$ Sec. 32, Tp. 20, R. 20 do ...	
4329	W. C. Nunn & J. P. Pine	Nov. 2	N. $\frac{1}{2}$ Sec. 4, Tp. 13, R. 6 do ...	
4337	D. W. Davis	do 2	E. and S. banks of St. M. River	
4350	Henry Colby	do 2	On Crowfoot Creek	
1817. 4356	Thos. Andrews	do 4	Sec. 5, Tp. 25, R. 2, W., 5th P.M.	
4357	J. N. Andrews	do 4	Sec. 35, Tp. 24 do ...	
1819. 4358	A. S. Cross	do 4	Sec. 9, Tp. 25 do ...	
4359	John H. Dickinson	do 4	Sec. 25, Tp. 24 do ...	
4231. 4354	Wm. Wainwright	do 4	N. $\frac{1}{2}$ Sec. 35, Tp. 2, R. 8, W. 2nd M	
4537. 4364	R. G. Lunt	do 6	S. $\frac{1}{2}$ Sec. 36, Tp. 12, R. 6 do ...	
1580. 4365	J. H. Lunt	do 6	S. $\frac{1}{2}$ Sec. 6, Tp. 13, R. 7 do ...	
4366	D. Mitchell McDonald	do 6	N.E. $\frac{1}{4}$ Sec. 25, Tp. 12, R. 6, W., 4th P.M.	
4391	C. P. Brown	do 7	N. $\frac{1}{2}$ Sec. 36, Tp. 12, R. 8 do ...	
4392	W. E. Lanford	do 7	S. $\frac{1}{2}$ Sec. 5, Tp. 13, R. 7 do ...	
4393	J. Norquay	do 7	S. $\frac{1}{2}$ Sec. 29, Tp. 12, R. 6 do ...	
4394	Thos. Alex. Wade	do 7	S. $\frac{1}{2}$ Sec. 4, Tp. 13, R. 7 do ...	
1608. 4418	W. Owens	do 10	N. $\frac{1}{2}$ Sec. 34, Tp. 2, R. 8, W. 2nd P.M.	
4421	John McDonald	do 11	N. $\frac{1}{2}$ Sec. 5, Tp. 13, R. 6, W. 4th P.M.	
4422	H. S. McDonald	do 11	S. $\frac{1}{2}$ Sec. 8 do do ...	
4423	W. R. Hamilton	do 11	Sec. 5 do do ...	
4425	Jas. Watson	Nov. 11	W. $\frac{1}{2}$ Sec. 12, Tp. 12, R. 12, W., 4th M.	
4426	William Nelson	do 11	W. $\frac{1}{2}$ Sec. 2, Tp. 12, R. 6, W., 4th M.	
4427	James A. Young	do 11	E. $\frac{1}{2}$ Sec. 12, Tp. 12, R. 6, W., 4th M.	
4428	Geo. Boyd, sen	do 11	E. $\frac{1}{2}$ Sec. 35, Tp. 11, R. 6, W., 4th M.	
4429	Alexander Boyd	do 11	E. $\frac{1}{2}$ Sec. 2, Tp. 19, R. 6, W., 4th M.	
4430	Andrew Boyd	do 11	W. $\frac{1}{2}$ Sec. 35, Tp. 11, R. 6, W., 4th M.	
4431	George Boyd, jun.	do 11	E. $\frac{1}{2}$ Sec. 36, Tp. 11, R. 6, W., 4th M.	
4432	John Boyd	do 11	W. $\frac{1}{2}$ Sec. 36, Tp. 11, R. 6, W., 4th M.	

SCHEDULE of Coal Applications—Continued.

Fyle.	Applicant.	Date Received.	Description.	Remarks.
1882.				
3297. 4437	W. D. Ardagh, on behalf of Jno. Guest.....	Nov. 11.....	North side of Bad Throat River.	
4463	Dalton McCarthy, on behalf of Robt. Cassidy.	do 14.....	E. $\frac{1}{2}$ Sec. 36, Tp. 20, R. 21, N.W.T.....	
4507	S. S. Goughier.....	do 17.....	S. $\frac{1}{2}$ Sec. 25, Tp. 2, R. 9, W. 2nd M.....	
4508	J. R. Goughier.....	do 17.....	N. $\frac{1}{2}$ Sec. 24, Tp. 21, R. 9, W. 4th M.....	
4510	Arcade Depatie.....	do 17.....	N. $\frac{1}{2}$ Sec. 22, Tp. 2, R. 9, W. 2nd M.....	
4512	Wilbred Leroux.....	do 17.....	S. $\frac{1}{2}$ Sec. 24, Tp. 2, R. 9, W. 2nd M.....	
4531	J. H. Aikins.....	do 20.....	On the Saskatchewan River...	
4523	Wm. R. Thistle.....	do 17.....	N.-E. $\frac{1}{4}$ Sec. 4, Tp. 21, R. 21, W. 4th M.....	
4527	T. W. Pomeroy.....	do 18.....	N. $\frac{1}{2}$ Sec. 26, Tp. 12, R. 7, W. 4th M.....	
4532	J. A. M. Aikins, on behalf of Hon. J. C. Aikins.....	do 20.....	S. side of North Saskatchewan.	
4533	J. A. M. Aikins, on behalf of Mrs. Vanstone.	do 20.....	do do ...	
4534	J. A. M. Aikins, on behalf of Fred. Anderson.	do 20.....	do branch do ...	
4535	J. A. M. Aikins, on behalf of Wm. Scarples..	do 20.....	do do ...	
4536	J. A. M. Aikins, on behalf of Jno. Symonds.	do 20.....	South side of Hat River.....	
4216. 4633	Rankin Dawson, on behalf of A. L. Harrington.	do 28.....	West bank of Belly River.....	
4589	S. W. Beattie.....	do 24.....	N. $\frac{1}{2}$ Sec. 5, Tp. 13, R. 6, W. 4th M.....	
4606	N. Flood Davin.....	do 27.....	North branch of the Saskatchewan.	
1537. 4648	R. G. Hunt.....	do 29.....	S. $\frac{1}{2}$ Sec. 26, Tp. 12, R. 7, W. 4th M.....	
4643	J. R. Cameron, for the following persons—	do 28.....	A coal mining location, as follows:	
4643	M. Scott Vankoughnet.	do 28.....	E. $\frac{1}{2}$ Sec. 5, R. 2, Tp. 12.....	
4643	R. A. Masters.....	do 28.....	W. $\frac{1}{2}$ do do	
4643	Chas. H. Dancer.....	do 28.....	E. $\frac{1}{2}$ Sec. 6, R. 2, Tp. 12.....	
4643	W. Cameron.....	do 28.....	W. $\frac{1}{2}$ do do	
4643	B. Mawlingly.....	do 28.....	E. $\frac{1}{2}$ Sec. 1, R. 3, Tp. 12.....	
4634	Rankin Dawson, on behalf of M. A. Y. Dawson	do 27.....	Along the west bank of the Belly River	
4636	A. L. Poudrier.....	do 28.....	S. $\frac{1}{2}$ Sec. 5, Tp. 21, R. 6, W. 2nd P.M.....	
4637	F. H. Brownlee, of Poudrier & Brownlee.....	do 28.....	N. $\frac{1}{2}$ Sec. 25, Tp. 1, R. 6, W. 2nd P.M.....	
4639	Michael Starrs.....	do 29.....	N. $\frac{1}{2}$ Sec. 24, Tp. 1, R. 6, W. 2nd P.M.....	
4640	John May.....	do 29.....	W. $\frac{1}{2}$ Sec. 30, Tp. 1, R. 5, W. 2nd P.M.....	
4641	Patrick Lynett.....	do 29.....	E. $\frac{1}{2}$ Sec. 30, Tp. 1, R. 5, W. 2nd P.M.....	
4642	John Lynch.....	do 29.....	S. $\frac{1}{2}$ Sec. 24, Tp. 1, R. 6, W. 2nd P.M.....	
4574	C. Bignell.....	do 23.....	S. $\frac{1}{2}$ Sec. 5, Tp. 13, R. 6, W. 4th P.M.....	

SCHEDULE of Coal Applications—Continued.

Fyle.	Applicant.	Date Received.	Description.	Remarks.
1882.				
4240. 4671	Philippe A. Deslauriers, per F. H. Dennis, Dept Public Works.	Nov. 30.....	E. $\frac{1}{2}$ Sec. 30, Tp. 20, R. 20, W. 4th	
4683	Mathew F. Walsh	Dec. 2.....	N. $\frac{1}{2}$ Sec. 36, Tp. 2, R. 9, W. 2nd	
4684	Jno. Ryan Costigan	do 2.....	S. $\frac{1}{2}$ Sec. 17, Tp. 2, R. 8, W. 2nd	
4757	L. A. Boisvert	do 11.....	N. $\frac{1}{2}$ Lot 25, Tp. 2, R. 9, W. 2nd	
4758	Thadeus J. Walsh	Nov. 11.....	S. $\frac{1}{2}$ Lot 36, Tp. 2, R. 9, W. 2nd	
4760	Samuel Fee	Dec. 11.....	S. $\frac{1}{2}$ Sec. 27, Tp. 1, R. 6, N. W. T.	
4763	N. B. Falkner	do 11.....	E. $\frac{1}{2}$ Sec. 5, Tp. 13, R. 6, W. 4th	
4764	J. A. Phippen	do 11.....	W. $\frac{1}{2}$ Sec. 5, Tp. 13, R. 6, W. 4th	
4643	A. McKinnon	Nov. 28.....	W. $\frac{1}{2}$ Sec. 1, R. 3, Tp. 12.....	
4643	Jno. Brecken	do 28.....	E. $\frac{1}{2}$ Sec. 36, R. 3, Tp. 11.....	
4643	W. P. Eaton	do 28.....	W. $\frac{1}{2}$ Sec. 36, R. 3, Tp. 11.....	
4643	E. L. Newcombe	do 28.....	E. $\frac{1}{2}$ Sec. 31, R. 2, Tp. 11.....	
4643	P. Bradley	do 28.....	W. $\frac{1}{2}$ Sec. 31, R. 2, Tp. 11.....	
4643	Frank E. Sheldon	do 28.....	E. $\frac{1}{2}$ Sec. 31, R. 32, Tp. 11.....	
4643	George Roy	do 28.....	W. $\frac{1}{2}$ Sec. 31, R. 32, Tp. 11, W 4th P.M.	
4652	Peter McLaren	do 29.....	South fork of Old Man River ...	
4765	W. Hamilton	Dec. 11.....	E. $\frac{1}{2}$ Sec. 32, Tp. 12, R. 6, W. 4th	
4766	P. R. Palmer	do 11.....	W. $\frac{1}{2}$ Sec. 32, Tp. 12, R. 6, W. 4th	
4767	Sidney Blanchard	do 11.....	E. $\frac{1}{2}$ Sec. 6, Tp. 3, R. 9, W. 2nd	
4768	Peter McNab	do 11.....	E. $\frac{1}{2}$ Sec. 4, Tp. 3, R. 9, W. 2nd	
4769	J. J. Campbell	do 11.....	E. $\frac{1}{2}$ Sec. 30, Tp. 2, R. 9, W. 2nd	
4608. 4770	N. Flood Davin	do 11.....	E. $\frac{1}{2}$ Sec. 28, Tp. 2, R. 9, W. 2nd	
4771	Amos Rowe	do 11.....	W. $\frac{1}{2}$ Sec. 32, Tp. 2, R. 9, W. 2nd	
4772	Ed. Farrer	do 11.....	W. $\frac{1}{2}$ Sec. 28, Tp. 2, R. 9, W. 2nd	
4643. 4778	Jno. R. Cameron, on be- half of six applicants...	do 12.....	Coal locations as follows, W. of 4th Principal Meridian—	
do	Donald Man	do 12.....	E. $\frac{1}{2}$ Sec. 25, R. 3, Tp. 11.....	
do	Archibald Smith	do 12.....	W. $\frac{1}{2}$ Sec. 25, R. 3, Tp. 11.....	
do	Peter J. Mitchell	do 12.....	E. $\frac{1}{2}$ Sec. 30, R. 2, Tp. 11.....	
do	R. B. Sutherland	do 12.....	E. $\frac{1}{2}$ Sec. 29, R. 2, Tp. 11.....	
do	Jonathan Palmer	do 12.....	W. $\frac{1}{2}$ Sec. 30, R. 2, Tp. 11.....	
do	William Cleverly	do 12.....	W. $\frac{1}{2}$ Sec. 29, R. 2, Tp. 11.....	
4787	John Haggart	do 12.....	W. $\frac{1}{2}$ Sec. 16, R. 9, Tp. 3, W 2nd M.	
4788	J. W. Bengough	do 12.....	W. $\frac{1}{2}$ Sec. 10, Tp. 3, R. 9, W. 2nd M.	
4789	R. J. Short	do 12.....	W. $\frac{1}{2}$ Sec. 8, Tp. 3, R. 9, W. 2nd M.	
4790	William D. Roe	do 12.....	E. $\frac{1}{2}$ Sec. 8, Tp. 3, R. 9, W. 2nd M.	
4791	Alex. Perie	do 12.....	E. $\frac{1}{2}$ Sec. 16, Tp. 3, R. 9, W. 2nd M.	
4802	S. Pugsley, per R. Doull	do 12.....	E. $\frac{1}{2}$ Sec. 10, Tp. 11, R. 10, W. 4th.	
4803	G. T. Marsh do	do 12.....	W. $\frac{1}{2}$ Sec. 2, Tp. 11, R. 2, W 4th.	
4804	John Stevenson Brown, per R. Doull	do 12.....	E. $\frac{1}{2}$ Sec. 2, Tp. 11, R. 2, W. 4th.	
4805	G. R. Pugsley, per R. Doull	do 12.....	W. $\frac{1}{2}$ Sec. 10, Tp. 11, R. 2, W. 4th.	
4806	Wm. Pugsley, jun., per R. Doull	Dec. 12.....	E. $\frac{1}{2}$ Sec. 4, Tp. 11, R. 2, W. 2nd M.	
4808	Robt. Wemyss, per R. Doull	do 12.....	S.W. $\frac{1}{2}$ Sec. 12, Tp. 6, R. 3, W. 4th M.	
4809	Robt. L. Wemyss	do 12.....	N. $\frac{1}{2}$ Sec. 2, Tp. 6, R. 3, W. 4th M.	

SCHEDULE of Coal Applications—*Continued.*

Fyle.	Applicant.	Date Received.	Description.	Remarks.
1882.				
4810	Geo. A. Baynes, per R. Doull	Dec. 12.....	N.E. $\frac{1}{4}$ Sec. 3, S.E. $\frac{1}{4}$ Sec. 10, Tp. 6, R. 3.....	
4818	E. Roe.....	do 12.....	W. $\frac{1}{4}$ Sec. 14, Tp. 3, W. 2nd M.	
4807. 4821	D. A. Pugsley, per R. Doull	do 12.....	S. $\frac{1}{2}$ Sec. 2, Tp. 6, R. 3, W. 2nd M.....	
4801. 4822	O'Hara Baynes, per R. Doull	do 12.....	W. $\frac{1}{4}$ Sec. 12, Tp. 11, R. 2, W. 4th M.....	
4826	Robt. Lyon.....	do 14.....	E. $\frac{1}{2}$ Sec. 20, Tp. 2, R. 9, W. 2nd M.....	
4507. 4827	Louis L. Goughlin .....	.....	E. $\frac{1}{2}$ Sec. 34, Tp. 2, R. 9, W. 2nd M.....	
4509. 4828	W. H. Masterman.....	do 14.....	E. $\frac{1}{2}$ Sec. 26, Tp. 2, R. 9, W. 2nd M.....	
4852	Charles McCarthy Davin	do 18.....	N. $\frac{1}{2}$ Sec. 4, Tp. 2, R. 8, W. 2nd M.....	
4853. 4864	Jas. William McDonald..	do 18.....	No. 10 $\frac{1}{2}$, as per plan	
4853. 4854	Alex. McQueen, per O. B. Davidson	do 18.....	On Saskatchewan River.....	
4853. 4855	W. Geo. Beers	do 18.....	do do	
4853. 4856	A. M. Thibaudeau.....	do 18.....	do do	
4853. 4857	A. G. Thibaudeau.....	do 18.....	do do	
4853. 4858	Thos. Scott.....	do 18.....	do do	
4853. 4859	Wm. Crawford.....	do 18.....	do do	
4853. 4860	David Scott.....	do 18.....	do do	
4853. 4861	Robt. Allen.....	do 18.....	do do	
4853. 4862	E. L. Barber.....	do 18.....	do do	
4853. 4863	Jno. Rowe.....	do 18.....	do do	
4866	W. A. Schwartz	do 18.....	W. $\frac{1}{2}$ Sec. 18, Tp. 3, R. 9, W. 2nd M.....	
4941	Jno. McDonald and E. Richard	do 23.....	On creek running into Broken Head River.....	
4928	David E. Akers.....	do 22.....	At Coulée, 10 W. of junction of Bow and Belly Rivers	
4931	Major Jas. Walker, per J. A. Gemmill	do 22.....	N. $\frac{1}{4}$ Sec. 24, Tp. 14, R. 6, W. 4th P.M.....	
4932	Capt. Jno. Stewart.....	do 22.....	S. $\frac{1}{4}$ Sec. 24, Tp. 14, R. 6, W. 4th P.M.....	
4953	W. H. Kanouse.....	do 26.....	E. and S. sides of St. Mary's River	
4954	H. A. Kanouse.....	do 26.....	Begin at confluence of St. Mary's River.....	
4958	Augusta Gordon.....	do 26.....	W. $\frac{1}{2}$ Sec. 4, Tp. 3, R. 9, W. 2nd M.....	
4969	J. S. Boddy.....	do 28.....	W. $\frac{1}{2}$ Sec. 6, Tp. 3, R. 9, W. 2nd M.....	
4997	Jno. Douder	do 30.....	South bank of Saskatchewan...	
1883.				
5012	G. A. Quarrie.....	Jan. 2.....	N. $\frac{1}{2}$ Sec. 34, Tp. 21, R. 20, W. 4th M.....	
5013	W. A. Allan.....	do 2.....	S. $\frac{1}{4}$ Sec. 34, Tp. 21, R. 20, W. 4th M.....	
5034	Fred. Maclaren.....	do 3.....	N. $\frac{1}{2}$ Sec. 36, Tp. 10, R. 3, W. 4th M.....	
5056	Daniel H. McDonald.....	do 5.....	N. $\frac{1}{2}$ Sec. 6, Tp. 21, R. 20, W. 4th M.....	
4329. 5079	W. C. Nunn and J. P. Pine.....	do 9.....	Sec. 4, Tp. 13, R. 6, W. 4th M...	

SCHEDULE of Coal Applications—*Continued.*

Fyle.	Applicant.	Date Received.	Description.	Remarks.
		1883.		
5081	Geo. Rainboth, sen.....	do 9.....	E. $\frac{1}{2}$ Sec. 7, Tp. 16, R. 3, W. 4th M.....	
5082	Joseph Riopelle.....	do 9.....	W. $\frac{1}{2}$ Sec. 7, Tp. 21, R. 20, W. 4th M.....	
5092	J. B. McArthur.....	do 9.....	E. $\frac{1}{2}$ Sec. 7, Tp. 21, R. 20, W. 4th M.....	
5096	Thos. P. Galt.....	do 10.....	W. $\frac{1}{2}$ Sec. 6, Tp. 21, R. 20, W. 4th M.....	
3322. 5005	J. S. MacEwan.....	Jan. 2.....	E. $\frac{1}{2}$ Sec. 6, Tp. 21, R. 20, W. 4th P.M.	
5102	R. B. Hunter.....	do 11.....	S. $\frac{1}{2}$ Sec. 18 do do ...	
5135	James Dawes, sen.....	do 13.....	W. $\frac{1}{2}$ Sec. 24, Tp. 20, R. 19 do ...	
5136	W. G. Dawes.....	do 13.....	W. $\frac{1}{2}$ Sec. 24 do do ...	
4050. 5141	John B. Daly, per C. C. Colby.....	do 15.....	At the outlet of Lake Winnipeg	
3995. 5247	Alex. McFee, per K. N. McFee.....	do 29.....	S. $\frac{1}{2}$ Sec. 16, Tp. 12, R. 5, W. 4th P.M.	
3991. 5246	Peter McFee, per K. N. McFee.....	do 29.....	N. $\frac{1}{2}$ Sec. 16 do do ...	
5136. 5277	William G. Daves.....	Feb. 1.....	E. $\frac{1}{2}$ Sec. 24, Tp. 20, R. 19 do ...	
5293	Messrs. Dick & Banning.....	do 2.....	60 chains west of Hole River...	
5365	W. D. Ardagh on behalf of Johnston Cameron.....	do 8.....	Certain Island in Lake Winnipeg.....	
5374	W. D. Ardagh on behalf of Thos. Rogers.....	do 8.....	Small Island in Lake Winnipeg	
5383	Frank M. McDougall on behalf of Jas. Doherty.....	do 10.....	W. $\frac{1}{2}$ Sec. 7, Tp. 22, R. 29, W. 3rd P.M.	
5384	Frank M. McDougall on behalf of Jno. McKenzie.....	do 10.....	E. $\frac{1}{2}$ Sec. 7, Tp. 22, R. 29, W. 3rd P.M.	
5387	Frank M. McDougall on behalf of M. T. Wilson.....	do 10.....	S. $\frac{1}{2}$ Sec. 18, Tp. 22, R. 29, W. 3rd P.M.	
5388	Frank M. McDougall on behalf of Jas. Grey....	do 10.....	S. $\frac{1}{2}$ Sec. 19, Tp. 22, R. 29, W. 3rd P.M.	
5391	J. B. Cameron, for the following persons—	do 10.....	Applies for stone lands, N.W.T. on which his clients have made improvements.....	
	Jas. Henderson.....		W. $\frac{1}{2}$ Sec. 7, R. 12, Tp. 11, W...	
	John Rowe.....		E. $\frac{1}{2}$ Sec. 7 do do ...	
	Edward Benson.....		W. $\frac{1}{2}$ Sec. 9 do do ...	
	John Hogan.....		E. $\frac{1}{2}$ Sec. 9 do do ...	
	George Fowler.....		W. $\frac{1}{2}$ Sec. 10 do do ...	
	John Megins.....		E. $\frac{1}{2}$ Sec. 10 do do ...	
	Alex. Berry.....		W. $\frac{1}{2}$ Sec. 15 do do ...	
	J. A. Aikins.....		E. $\frac{1}{2}$ Sec. 15 do do ...	
	Wm. Bowen.....		W. $\frac{1}{2}$ Sec. 16 do do ...	
5392	A. C. A. Dlow, for the following persons—	Feb. 10.....	Coal lands in N.W.T., clients having made improvements...	
	Archibald McRae....		W. $\frac{1}{2}$ Sec. 22, R. 21, Tp. 10, W. 4th P.M.	
	Matthew Bradley.....		E. $\frac{1}{2}$ Sec. 23 do do ...	
	Jno. G. Morrison.....		W. $\frac{1}{2}$ Sec. 23 do do ...	
	Alex. Sutton.....		E. $\frac{1}{2}$ Sec. 23 do do ...	
	Robt. Black.....		W. $\frac{1}{2}$ Sec. 27 do do ...	
	John Blue.....		E. $\frac{1}{2}$ Sec. 27 do do ...	
	Geo. B. Murray.....		W. $\frac{1}{2}$ Sec. 28 do do ...	
	Jas. Robinson.....		E. $\frac{1}{2}$ Sec. 28 do do ...	
5393	R. J. Nicholson, for the following persons—	Feb. 10.....	Coal lands in N.W.T.....	
	John W. Cameron....		W. $\frac{1}{2}$ Sec. 1, R. 20, Tp. 21, W. 4th P.M.	
	Alex. Thompson.....		E. $\frac{1}{2}$ Sec. 1 do do ...	
	Wm. Lyons.....		W. $\frac{1}{2}$ Sec. 12 do do ...	
	Phil. Lawry.....		E. $\frac{1}{2}$ Sec. 12 do do ...	

SCHEDULE of Coal Applications—*Concluded.*

Fyle.	Applicant.	Date Received.	Description.	Remarks.
		1883.		
	Fred. Potter.....	.....	W. $\frac{1}{2}$ Sec. 6, R. 20, Tp. 21, W. 4th P.M....	
	Alfred Johnson .....	.....	E. $\frac{1}{2}$ Sec. 6 do do ...	
	Hugh Foster.....	.....	W. $\frac{1}{2}$ Sec. 7 do do ...	
	Richard Knowles....	.....	E. $\frac{1}{2}$ Sec. 7 do do ...	
4007. 5493	Angus Carmichael, per J. S. McEwen	Feb. 17.....	E. $\frac{1}{2}$ Sec. 36, Tp. 11, R. 3 do ...	
5562. 5563	E. M. Rideout and Jabez Williams.....	do 24.....	Two mining locations on High Lake.....	

RETURN.

(36c)

to an ORDER of the HOUSE OF COMMONS, dated 26th February 1883 ;—For a Return giving a full Statement of all Coal entered Ex-warehouse free or for Exportation, during the years ending June 30th, 1881, and 1882, showing the quantity so entered at each port, the names of persons having entered, the quantities ex-warehoused by each person, and if exported, the name of the vessel or railroad by which exported, the place to which exported, and copies of the Cancelling Certificates* showing that such Coal had been landed in the Ports to which exported.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,

Acting Secretary of State.

7th May, 1883.

*In accordance with the recommendation of the Joint Committee on Printing the Cancelling Certificates are not printed.

RETURN of all Coal entered Ex-Warehouse, Free or for Exportation, during the years ending 30th June, 1881 and 1882 respectively, showing the quantity and value so entered, the names of the persons entering the same, and if exported, the name of the vessel or railroad by which exported and the place to which exported.

RECAPITULATION FOR FISCAL YEAR ENDING 30TH JUNE, 1881.

Port.	ENTERED FOR Ex-WAREHOUSE.				Remarks.
	Free.		For Exportation.		
	Quantity.	Value.	Quantity.	Value.	
	Tons.	\$	Tons.	\$	
Amherstburgh			12,369	34,050	For use of Governor-General
Ottawa.....	213	1,113			
Sarnia.....			6,500	20,616	Ships stores.
Windsor.....			13,286	41,319	
Quebec.....	19,213	40,219			do
Montreal.....			783	1,636	
Annapolis.....	155	620			
Halifax.....			172	549	
St. John.....			4,407	17,771	
St. Stephen.....			191	715	
Total	19,581	41,952	37,713	116,656*	

RECAPITULATION FOR FISCAL YEAR ENDING 30TH JUNE, 1882.

Amherstburgh			13,858	33,296	
Collingwood			40	122	
Sarnia			5,714	21,894	Taken as stores for ocean steamers.
Windsor			13,475	40,964	
Quebec	23,784	47,116			ships.
Montreal			1,294	2,101	
Annapolis	355	1,425			do
St. John			5,879	26,428	
St. Stephen			323	1,087	do
Total	24,139	48,541	40,583	125,892*	

*Might all with slight exception have been placed under either headings, being in almost every instance for use of Steamers making Foreign voyages.

J. JOHNSON,
Commissioner of Customs.

respectively, showing the Quantity and Value so entered, the Names of the Persons entering the same, and, if Exported, the Name of the Vessel or Railroad by which exported, and the place to which exported.

PORT OF AMHERSTBURGH.

Date.	By whom Entered.	ENTERED EX-WAREHOUSE.				Vessel or Railroad by which Exported.	Place to which Exported.	Date of Cancellation of Export Bond.	Remarks.
		Free.		For Exportation					
		Quantity.	Tons.	Value.	Quantity					Value.
1880.				\$	Tons.	\$			
Sept. 30...	Simon Fraser	375	1,119	Sept. 30...	This coal was sold for fuel and exported by American steamers trading between N. S. ports, and Canadian steamers bound for U.S. ports.
do 30...	do .....	.....	.....	.....	96	278	.....	do 30...
do 30...	John G. Mullen .....	.....	.....	.....	123	357	.....	do 30...
do 30...	do .....	.....	.....	.....	150	435	.....	do 30...
do 30...	do .....	.....	.....	.....	144	418	.....	do 30...
do 30...	do .....	.....	.....	.....	162 ¹⁰	471	.....	do 30...
do 30...	do .....	.....	.....	.....	250	725	.....	do 30...
do 30...	do .....	.....	.....	.....	100	290	.....	do 30...
do 30...	do .....	.....	.....	.....	159	461	.....	do 30...
do 30...	do .....	.....	.....	.....	133 ¹⁴	365	.....	do 30...
do 30...	do .....	.....	.....	.....	254	450	.....	do 30...
do 30...	do .....	.....	.....	.....	102	280	.....	do 30...
do 30...	do .....	.....	.....	.....	186 ¹⁰	522	.....	do 30...
do 30...	do .....	.....	.....	.....	350	1,010	.....	do 30...
do 30...	do .....	.....	.....	.....	111	289	.....	do 30...
do 30...	do .....	.....	.....	.....	120 ³⁰	312	.....	do 30...
do 30...	do .....	.....	.....	.....	111 ¹⁰	280	.....	do 30...
do 30...	do .....	.....	.....	.....	125 ²⁰	320	.....	do 30...
do 30...	do .....	.....	.....	.....	182	500	.....	do 30...
do 30...	do .....	.....	.....	.....	110	297	.....	do 30...
do 30...	do .....	.....	.....	.....	174	470	.....	do 30...
do 30...	do .....	.....	.....	.....	160	440	.....	do 30...
do 30...	do .....	.....	.....	.....	93	255	.....	do 30...
do 30...	do .....	.....	.....	.....	168	460	.....	do 30...
Dec. 29...	do .....	.....	.....	.....	400	1,200	.....	Dec. 29...
do 29...	Thos. B. White .....	.....	.....	.....	311 ¹⁰	692	.....	do 29...
do 29...	John G. Mullen .....	.....	.....	.....	190	520	.....	do 29...
do 29...	do .....	.....	.....	.....	148	400	.....	do 29...
do 29...	do .....	.....	.....	.....	129	334	.....	do 29...

RETURN of all Coal Entered Ex-Warehouse, Free or for Exportation, &c.—Continued.
PORT OF AMHERSTBURGH—Continued.

Date.	By whom Entered.	ENTERED EX-WAREHOUSE.				Vessel or Railroad by which Exported.	Place to which Exported.	Date of Cancellation of Export Bond.	Remarks.
		Free.		For Exportation.					
		Quantity.	Value.	Quantity.	Value.				
1880.		Tons.	\$	Tons.	\$			1880.	This coal was sold for fuel and exported by American steamers trading between Nova Scotia ports and Canadian steamers bound for United States ports.
Dec. 29...	John G. Mullen.	.....	.....	101 ¹ / ₂	278	.....	.....	Dec. 29...
do 29...	do	.....	.....	179 ² / ₀	495	.....	.....	do 29...
do 29...	do	.....	.....	119	315	.....	.....	do 29...
do 29...	do	.....	.....	96 ² / ₈	250	.....	.....	do 29...
do 29...	do	.....	.....	350	980	.....	.....	do 29...
do 29...	do	.....	.....	168	445	.....	.....	do 29...
do 26...	do	.....	.....	190	504	.....	.....	do 29...
do 29...	do	.....	.....	315 ⁴ / ₀	820	.....	.....	do 29...
do 29...	do	.....	.....	118	313	.....	.....	do 29...
do 29...	Chas. F. Dunbar.	.....	.....	230	794	.....	.....	do 29...
do 29...	do	.....	.....	110 ⁴ / ₀	292	.....	.....	do 29...
do 29...	John G. Mullen	.....	.....	150 ² / ₀	549	.....	.....	do 29...
do 29...	do	.....	.....	150	420	.....	.....	do 29...
do 29...	do	.....	.....	138 ¹ / ₂	368	.....	.....	do 29...
do 29...	do	.....	.....	221	619	.....	.....	do 29...
do 29...	do	.....	.....	186 ¹ / ₈	523	.....	.....	do 29...
do 29...	do	.....	.....	109 ¹ / ₂	291	.....	.....	do 29...
do 29...	do	.....	.....	172 ³ / ₈	483	.....	.....	do 29...
do 29...	do	.....	.....	187 ³ / ₂	542	.....	.....	do 29...
do 29...	do	.....	.....	171 ² / ₀	359	.....	.....	do 29...
do 29...	do	.....	.....	226 ¹ / ₂	655	.....	.....	do 29...
do 29...	do	.....	.....	191 ¹ / ₂	526	.....	.....	do 29...
do 29...	do	.....	.....	130 ¹ / ₂	360	.....	.....	do 29...
do 29...	do	.....	.....	233 ¹ / ₂	623	.....	.....	do 29...
do 30...	do	.....	.....	75	244	.....	.....	do 29...
do 29...	do	.....	.....	180	513	.....	.....	do 29...
do 29...	do	.....	.....	150	351	.....	.....	do 29...
1881.								1881.	
June 28...	do	.....	.....	189	568	.....	.....	June 28...
do 28...	do	.....	.....	306 ¹ / ₂	828	.....	.....	do 28...
do 26...	do	.....	.....	134 ¹ / ₂	452	.....	.....	do 28...

June 20...	do	206 ²⁰	547	do 28...
do 28...	do	194	533	do 28...
do 28...	do	135	392	do 28...
do 28...	do	186	465	do 28...
do 28...	do	175	481	do 28...
do 28...	do	263	723	do 28...
do 28...	do	190 ¹⁰	476	do 28...
Chas. F. Dunbar	do	148 ¹⁰	444	do 28...
do 28...	do	244	708	do 28...
do 28...	do	43	146	do 28...
1881.				
Sept. 29...	Chas. F. Dunbar	12,369 ²⁰	34,050	1881.
do 29...	do	205	584	Sept. 29...
do 29...	do	258	708	do 29...
do 29...	do	168	464	do 29...
do 29...	do	190 ¹⁰	476	do 29...
do 29...	John G. Mullen.	217 ¹⁰	622	do 29...
do 29...	do	101 ¹⁰	253	do 29...
do 29...	do	186 ¹⁰	467	do 29...
do 29...	do	203 ¹⁰	522	do 29...
do 29...	do	160	440	do 29...
do 29...	do	101	232	do 29...
do 29...	do	180 ²⁰	504	do 29...
do 29...	do	315	866	do 29...
do 29...	do	115	265	do 29...
do 29...	do	102	235	do 29...
do 29...	do	222	511	do 29...
do 29...	do	392	992	do 29...
do 29...	do	330	809	do 29...
do 29...	do	217 ¹⁰	510	do 29...
do 29...	do	375	1,125	do 29...
do 29...	do	189	567	do 29...
do 29...	do	306 ¹⁰	844	do 29...
do 29...	do	185	416	do 29...
do 29...	do	105 ¹⁰	249	do 29...
do 29...	do	174	407	do 29...
do 29...	do	182 ¹⁰	459	do 29...
do 29...	do	239 ¹⁰	564	do 29...
do 29...	do	195 ¹⁰	372	do 29...
do 29...	do	169 ¹⁰	492	do 29...
do 29...	do	169 ¹⁰	398	do 29...
do 29...	do	345	776	do 29...
do 29...	do	320	800	do 29...
do 29...	do	315	882	do 29...
do 29...	do	188	423	do 29...
do 29...	do	190	428	do 29...
do 29...	do	101 ¹⁰	284	do 29...
do 29...	do	219 ¹⁰	527	do 29...
do 29...	do	343	772	do 29...
Dec. 15...				Dec. 15...

Return of all Coal entered Ex-Warehouse, Free or for Exportation, &c.—Continued.
PORT OF AMHERSTBURG—Concluded.

Date.	By whom Entered.	ENTERED EX-WAREHOUSE.				Vessel or Railroad by which Exported.	Place to which Exported.	Date of Cancellation of Export Bond.	Remarks.
		Free.		For Exportation.					
		Quantity.	Value.	Quantity.	Value.				
1881.									
Dec. 29...	John G. Mullen.....	Tons.	\$	Tons.	\$	.....	.....	1881.	This coal was sold for fuel and exported by American steamers trading between Nova Scotia ports and Canadian steamers bound for United States ports.
do 29...	do	.....	.....	293 ¹⁵ / ₁₆	720	.....	.....	Dec. 9...	
do 29...	do	.....	.....	223 ²⁶ / ₁₆	559	.....	.....	do 29...	
do 29...	do	.....	.....	229	515	.....	.....	do 29...	
do 29...	do	.....	.....	716 ⁴ / ₁₆	791	.....	.....	do 29...	
do 29...	do	.....	.....	126 ¹² / ₁₆	301	.....	.....	do 29...	
do 29...	do	.....	.....	683 ²⁶ / ₁₆	1,709	.....	.....	do 29...	
1882.									
Mar. 23...	do	.....	.....	100 ¹⁶ / ₁₆	261	.....	.....	1882.	
do 23...	do	.....	.....	160	480	.....	.....	Mar. 23...	
June 30...	C. F. Dunbar.....	.....	.....	17 ³⁸ / ₁₆	57	.....	.....	June 30...	
do 30...	do	.....	.....	114 ²⁶ / ₁₆	286	.....	.....	do 30...	
do 30...	do	.....	.....	70	228	.....	.....	do 30...	
do 30...	John G. Mullen.....	.....	.....	551 ⁷ / ₁₆	134	.....	.....	do 30...	
do 30...	do	.....	.....	253 ²⁶ / ₁₆	722	.....	.....	do 30...	
do 30...	do	.....	.....	302	680	.....	.....	do 30...	
do 30...	do	.....	.....	126	221	.....	.....	do 30...	
do 30...	do	.....	.....	271 ⁹ / ₁₆	733	.....	.....	do 30...	
do 30...	do	.....	.....	133 ²⁶ / ₁₆	300	.....	.....	do 30...	
do 30...	do	.....	.....	248 ²⁶ / ₁₆	558	.....	.....	do 30...	
do 30...	do	.....	.....	314 ²⁶ / ₁₆	708	.....	.....	do 30...	
do 30...	do	.....	.....	232	522	.....	.....	do 30...	
do 30...	do	.....	.....	103 ¹⁰ / ₁₆	171	.....	.....	do 30...	
do 30...	do	.....	.....	301	677	.....	.....	do 30...	
do 30...	do	.....	.....	233	454	.....	.....	do 30...	
do 30...	do	.....	.....	248 ²⁶ / ₁₆	658	.....	.....	do 30...	
do 30...	do	.....	.....	323 ¹⁶ / ₁₆	696	.....	.....	do 30...	
do 30...	Total .....	.....	.....	13,857 ¹⁶ / ₁₆	33,296	.....	.....	do 30...	

E. ANDERSON,
Collector of Customs.

E. ANDERSON,
Collector of Customs.

1882. May 29...	Chas McInnes.....	40	122	Str. Oneida, of Buffalo.....	Chicago.....	Owner of steamer Oneida. Coal for use of said vessel, plying be- tween this port and Chicago. GEO. WATSON, <i>Collector of Customs.</i>
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PORT OF OTTAWA.

1880. Sept. 8...	McRae, Ahern & Co....	130	698	This lot of coal was entered for His Excellency the Governor-General as per certificate on entry 1091, from Lt-Col. DeWinton, Sect'y.
Dec. 8...	G.W. McCullough & Co	83	415	This lot was erroneously entered "Free" instead of in Liquida- tion.
	Total.....	213	1,113	J. I. BARTRAM, <i>Surveyor for Col. of Customs</i>

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PORT OF SARINIA.

1880. July 2...	N.W.T. Co.....	142	426	Co's Steamers.	1880. July 6...
do 6...	do	140	420	do	do	do	do 6...
do 6...	G.W.R. Co.....	.....	.....	115	345	do	do	do	do 15...
do 15...	G.W.T. Co.....	.....	.....	35	105	do	do	do	Aug. 3...
do 15...	do .....	.....	.....	41	123	do	do	do	July 15...
do 19...	do .....	.....	.....	70	210	do	do	do	do 30...
do 19...	G.W.R. Co.....	.....	.....	22	66	do	do	do	Aug. 3...
do 19...	N.W.T. Co.....	.....	.....	160	480	do	do	do	July 30...
do 21...	Proctor & Son .....	.....	.....	146	438	Tugs	Used by Tugs....	do	Aug. 9...
do 30...	N.W.T. Co.....	.....	.....	220	660	Co's Steamers.	Used by Co's Strs	do	July 30...
Aug. 3...	do .....	.....	.....	128	381	do	do	do	Aug. 17...
do 3...	G.W.R. Co.....	.....	.....	20	60	do	do	do	do 3...
do 16...	N.W.T. Co.....	.....	.....	90	270	do	do	do	do 17...
do 17...	G.W.R. Co.....	.....	.....	36	108	do	do	do	Oct. 6...
do 17...	do .....	.....	.....	64	192	do	do	do	Aug. 17...
do 23...	N.W.T. Co.....	.....	.....	111	333	do	do	do	do 31...
do 31...	do .....	.....	.....	170	510	do	do	do	do 31...
	do .....	.....	.....	69	207	do	do	do	do 31...

RETURN of all Coal entered Ex-warehouse, Free or for Exportation, &c.—Continued.

PORT OF SARVIA—Continued.

Date.	By whom Entered.	ENTERED EX-WAREHOUSE.				Vessel or Railroad by which Exported.	Place to which Exported.	Date of Cancellation of Export Bond.	Remarks.
		Free.		For Exportation.					
		Quantity.	Value.	Quantity.	Value.				
		Tons.	\$	Tons.	\$				
1880.								1881.	
Aug. 31...	N. W. T. Co			91		Co's Steamers.	Used by Co's Strs	Sept. 7...	
Sept. 7...	do			172		do	do	do 7...	
do 9...	G. W. R. Co.			38		do	do	Oct. 6...	
do 9...	Proctor & Son			48		Tugs	Used by Tugs....	Sept. 9...	
do 14...	N. W. T. Co			191		Co's Steamers.	Used by Co's Strs	do 28...	
do 22...	do			103		do	do	do 28...	
do 28...	do			81		do	do	do 28...	
do 28...	do			120		do	do	Oct. 13...	
Oct. 5...	do			145		do	do	do 13...	
do 6...	G. W. R. Co.			26		do	do	do 6...	
do 6...	do			14		do	do	1881.	
Oct. 13...	N. W. T. Co.			100		Co's Steamers	Used by Co's Strs	Jan. 7...	
do 13...	do			85		do	do	1880.	
do 20...	W. B. Clark.			88		Tugs	Used by Tugs....	Nov. 8...	
do 26...	N. W. T. Co.			115		Co's Steamers	Used by Co's Strs	do 20...	
Nov. 1...	Proctor & Son			81		Tug "Carter"	Used by Tug	Nov. 8...	
do 1...	do			80		Tug-boats	do	do 1...	
do 1...	G. W. R. Co.			59		Co's Steamers.	Used by Co's Strs	1881.	
do 8...	N. W. T. Co.			220		do	do	Jan. 7...	
do 8...	do			24		do	do	1880.	
do 17...	Proctor & Son			48		Tug-boats	Used by Tugs....	Nov. 8...	
do 23...	do			80		do	do	Dec. 15...	
do 25...	do			152		do	do	Nov. 17...	
do 29...	G. W. R. Co.			125		Co's Steamers.	Used by Co's Strs	do 25...	
do 29...	do			190		do	do	1881.	
do 29...	do			125		Co's Steamers.	Used by Co's Strs	Jan. 7...	
do 29...	do			190		do	do	1880.	
do 29...	do			125		Co's Steamers.	Used by Co's Strs	Dec. 15...	

Jan. 7...	G.W.R. Co. ...	105	315	do	do	do	Jan. 7...
April 12...	do	160	188	do	do	do	Nov. 12...
May 2...	do	47	600	do	do	do	do 12...
do 16...	N.W.T. Co.	200	600	do	do	do	May 28...
do 26...	do	200	600	do	do	do	do 28...
do 28...	do	207	621	do	do	do	do 28...
June 13...	M.B. Proctor	91	364	Tug-boats	Used by Tugs....	do	do 28...
do 13...	N.W.T. Co.	200	800	Co's Steamers.	Used by Co's Strs	do	June 29...
do 13...	M.B. Proctor	80	320	Tug-boats	Used by Tugs....	do	do 18...
do 13...	G.W.R. Co.	25	100	Co's Steamers.	Used by Co's Strs	do	do 29...
do 15...	N.W.T. Co.	200	800	do	do	do	Nov. 12...
do 18...	do	206	824	do	do	do	June 18...
do 27...	do	200	800	do	do	do	do 18...
do 28...	Proctor & Son ..	27	108	Tug-boats	Used by Tugs....	do	Aug. 18...
1881.		6,500	20,516				June 28...
Aug. 18...	G.W.R. Co.	33	132	Co's Steamers.	Used by Co's Strs	do	1881.
do 18...	N.W.T. Co.	154	616	do	do	do	Nov. 12...
do 18...	do	361	1,456	do	do	do	Aug. 18...
do 29...	do	158	632	do	do	do	do 18...
Sept. 1...	do	317	1,268	do	do	do	do 29...
do 7...	Proctor & Co.	140	385	Tug Boats	Used by Tugs....	do	Sept. 1...
do 9...	G.W.R. Co.	56	140	Co's Steamers.	Used by Co's Strs	do	Oct. 21...
do 21...	N.W.T. Co.	439	1,756	do	do	do	Nov. 12...
do 21...	do	200	800	do	do	do	Sept. 21...
do 19...	do	246	984	do	do	do	Oct. 19...
do 19...	do	261	1,044	do	do	do	do 19...
do 19...	Proctor & Co.	150	413	Tug Boats	Used by Tugs....	do	do 19...
Nov. 11...	G.W.R. Co.	130	520	Co's Steamers.	Used by Co's Strs	do	do 21...
do 15...	Proctor & Co.	82	328	Tug Boats	Used by Tugs....	do	Nov. 12...
do 16...	N.W.T. Co.	348	1,392	Co's Steamers.	Used by Co's Strs	do	1882.
do 16...	do	230	920	do	do	do	Nov. 16...
do 29...	Proctor & Co.	75	300	Tugs	Used by Tugs....	do	do 16...
Dec. 5...	G.W.R. Co.	86	344	Co's Steamers.	Used by Co's Strs	do	1882.
do 16...	Proctor & Co.	78	312	Tugs	Used by Tugs....	do	April 24...
Jan. 12...	G.W.R. Co.	71	284	Co's Steamers.	Used by Co's Strs	do	April 24...
Feb. 1...	do	63	252	do	do	do	May 1...
Mar. 3...	do	52	208	do	do	do	do 1...
April 20...	N.W.T. Co.	100	400	do	do	do	do 1...
do 24...	Proctor & Co.	46	184	Tugs	Used by Tugs....	do	April 29...
do 25...	N.W.T. Co.	200	800	Co's Steamers.	Used by Co's Strs	do	do 24...
do 29...	do	190	760	do	do	do	do 29...
do 29...	G.W.R. Co.	129	516	do	do	do	do 29...
May 1...	do	76	304	do	do	do	May 1...

RETURN of all Coal Entered Ex-Warehouse, Free or for Exportation, &c.—Continued.
PORT OF SARNIA—Concluded.

Date.	By whom Entered.	ENTERED EX WAREHOUSE.				Vessel or Railroad by which Exported.	Place to which Exported.	Date of Cancellation of Export Bond.	Remarks.
		Free.		For Exportation.					
		Quantity.	Value.	Quantity.	Value.				
1882.		Tons.	\$	Tons.	\$				
May 22...	N. W. T. Co.....	.....	.....	200	800	Co's Steamers.	Used by Co's Strs	1882. June 10...	
June 6...	do .....	.....	.....	300	1,200	do	do	do 10...	
do 8...	Proctor & Co.....	.....	.....	100	300	Tugs.....	Used by Tugs....	do 10...	
do 10...	do .....	.....	.....	98	294	do	do	do 10...	
do 10...	N. W. T. Co .....	.....	.....	160	640	Co's Steamers.	Used by Co's Strs	do 10...	
do 16...	do .....	.....	.....	100	300	do	do	do 18...	
do 16...	Proctor & Co.....	.....	.....	100	300	Tugs.....	Used by Tugs....	July 18...	
do 19...	do .....	.....	.....	50	150	do	do	do 18...	
do 30...	W. B. Clark .....	.....	.....	100	300	do	do	do 30...	
do 30...	do .....	.....	.....	53	160	do	do	do 30...	
	Total.....	.....	.....	5,714	21,894				

GEO. N. MATHESON,
Collector of Customs.

GEO. N. MATHESON,
Collector of Customs.

PORT OF WINDSOR, ONT.

1880.		1880.	
July 5...	G. W. R. Co.....	182	573
do 6...	Odette & Wheny.....	498	1,370
do 6...	do	124	340
do 14...	G. W. R. Co.....	130	473
do 16...	Odette & Wheny.....	171	470
do 22...	G. W. R. Co.....	169	532
do 26...	do	182	573
Aug. 3...	do	104	328
do 6...	Odette & Wheny.....	130	357
do 9...	G. W. R. Co.....	117	368
do 6...	Odette & Wheny.....	132	363
do 18...	G. W. R. Co.....	152 $\frac{3}{4}$	480
do 23...	do	104	327
do 31...	do	208 $\frac{1}{2}$	657

Sept. 15...	G. W. R. Co.	288	899	Nov. 29...
do 21...	Odette & Wheny	303	833	Dec. 24...
do 23...	G. W. R. Co.	440	491	Sept. 21...
do 30...	do	1564	573	Dec. 24...
Oct. 8...	do	182	325	do 24...
do 9...	Odette & Wheny	118	369	Oct. 9...
do 15...	G. W. R. Co.	117	576	Dec. 24...
do 23...	do	179½	806	Nov. 29...
Nov. 1...	do	256	552	Dec. 24...
do 10...	do	175	341	Nov. 29...
do 15...	do	105	3,617	Dec. 24...
do 25...	Odette & Wheny	993	1,461	do 24...
do 29...	G. W. R. Co.	469½	466	Nov. 25...
Dec. 7...	do	148	723	June 6, '81
do 16...	do	230	993	Nov. 29, '80
do 24...	do	315	929	Dec. 16...
Jan. 4, '81	Odette & Wheny	338	2,912	do 24...
do 18...	G. W. R. Co.	974	189	do 6 & 21
do 19...	do	60	783	do 16 & 24
do 24...	do	248½	3,043	do 24...
Feb. 3...	do	966	150	Jan. 4, '81
do 7...	do	150	473	July 5...
do 12...	do	361½	1,148	Aug. 21...
do 21...	do	621	1,954	do 21...
March 1...	do	189	595	do 21...
do 7...	do	510	1,701	do 22...
do 14...	do	216	630	do 22...
do 26...	do	310½	977	do 22...
do 31...	do	361½	1,150	do 22...
April 7...	do	283½	894	Nov. 27, '82
do 19...	do	175½	553	do 27...
May 11...	do	13½	53	do 27...
do 28...	Odette & Wheny	514	1,512	May 28, '81
June 27...	do	301	705	June 27...
1881.		13,286½	41,319	1882.
Aug. 16...	G. W. R. Co.	1,814	5,714	Nov. 27...
do 22...	do	267	841	do 27...

RETURN of all Coal entered Ex-Warehouse, Free or for Exportation, &c.—*Concluded.*
 PORT OF WINDSOR, ONT.—*Concluded.*

Date.	By whom Entered.	ENTERED EX-WAREHOUSE.				Vessel or Railroad by which Exported.	Place to which Exported.	Date of Cancellation of Export Bond.	Remarks.
		Free.		For Exportation.					
		Quantity.	Value.	Quantity.	Value.				
1881.									
Aug. 29...	G. W. R. Co.	Tons.	\$	Tons.	\$	.....	.....	1882.	
Sept. 6...	do	.....	.....	145½	458	.....	.....	Nov. 27...	
do 13...	do	.....	.....	461	1,452	.....	.....	do 27...	
do 19...	do	.....	.....	167¾	528	.....	.....	do 15, '81	
do 29...	do	.....	.....	131	413	.....	.....	do 27, '81	
do 29...	do	.....	.....	149	469	.....	.....	do 27...	
do 30...	Odette & Wherry.	.....	.....	1,280	3,380	.....	.....	do 27...	
Oct. 4...	G. W. R. Co.	.....	.....	165	520	.....	.....	Sept 30, '81	
do 11...	do	.....	.....	196¾	620	.....	.....	Nov. 15, '81	
do 25...	do	.....	.....	371¼	1,172	.....	.....	Nov. 27, '82	
Nov. 1...	do	.....	.....	165	520	.....	.....	do	
do 8...	do	.....	.....	143	450	.....	.....	do	
do 15...	do	.....	.....	179¾	567	.....	.....	Nov. 27, '82	
do 21...	do	.....	.....	313½	979	.....	.....	do 15, '81	
do 30...	do	.....	.....	191½	632	.....	.....	do 27, '82	
Dec. 6...	do	.....	.....	147	475	.....	.....	do 15, '81	
do 13...	do	.....	.....	144½	455	.....	.....	Dec. 6, '81	
do 19...	do	.....	.....	151	506	.....	.....	Nov. 27, '82	
1882.									
Jan. 2...	do	.....	.....	165½	521	.....	.....	Dec. 6, '81	
do 4...	do	.....	.....	373	1,344	.....	.....	do 19, '81	
do 9...	do	.....	.....	247½	744	.....	.....	do 19, '81	
do 16...	do	.....	.....	178	614	.....	.....	do 19, '81	
1882.									
Jan. 2...	do	.....	.....	165½	521	.....	.....	Jan. 4, '82	
do 4...	do	.....	.....	373	1,344	.....	.....	1882.	
do 9...	do	.....	.....	247½	744	.....	.....	Nov. 27...	
do 16...	do	.....	.....	178	614	.....	.....	do 9...	
1882.									
Jan. 2...	do	.....	.....	165½	521	.....	.....	Nov. 27...	
do 4...	do	.....	.....	373	1,344	.....	.....	Jan. 4, 9...	
do 9...	do	.....	.....	247½	744	.....	.....	do 9...	
do 16...	do	.....	.....	178	614	.....	.....	Nov. 27...	
1882.									
Jan. 2...	do	.....	.....	165½	521	.....	.....	Jan. 23...	
do 4...	do	.....	.....	373	1,344	.....	.....	Jan. 23...	
do 9...	do	.....	.....	247½	744	.....	.....	Jan. 23...	
do 16...	do	.....	.....	178	614	.....	.....	Jan. 23...	

(Return of all Coal Entered Ex-Warehouse, Free or for Exportation, &c.—Continued)

PORT OF MONTREAL—Concluded.

Date.	By whom Entered.	ENTERED EX-WAREHOUSE.				Vessel or Railroad by which Exported.	Place to which Exported.	Date of Cancellation of Export Board.	Remarks.
		Free.		For Exportation.					
		Quantity.	Value.	Quantity.	Value.				
1882.		Tons.		Tons.	\$			1882.	
June 5...	S. W. Baird & Co...	.....	.....	39	59	S.S. Cynthia...	Glasgow	Mar. 21...	Coal transhipped under supervision of an officer. Copies of cancellation certificates attached.
do 5...	do	.....	.....	134	201	S.S. O'e'n King	London	do 21...	
do 5...	do	.....	.....	135	202	S.S. Gloucester	Bristol	do 21...	
do 23...	do	.....	.....	113	151	S.S. O'e'n King	Liverpool	do 21...	
do 23...	do	308	462	S.S. Lake Manitoba		do	
do 23...	do	55	96	S.S. Toronto... ..	do	do 21...	
		.....	.....	2,082	3,737	S.S. Dominion	do	do 21...	JOHN LEWIS, Supervisor.
									M. P. RYAN, Collector.

PORT OF QUEBEC.

Date.	By whom Entered.	ENTERED EX-WAREHOUSE.				Vessel or Railroad by which Exported.	Place to which Exported.	Date of Cancellation of Export Board.	Remarks.
		Quantity.	Value.	Quantity.	Value.				
1880.		Tons.		Tons.	\$				
July 12...	Wm. Crawford & Son...	492	860	Taken for ship's stores by following vessels :— Dominion steamers. S.S. Barcelona. Quebec Custom House. S.S. Lake Winnipeg. S.S. Scotland. S.S. Lake Winnipeg. S.S. Lake Manitoba. Little Annie.
do 21...	do	40	63	...	...	...	...	...
Sept. 10...	G. M. Webster & Co...	62	217	...	...	...	...	...
do 10...	do	202	360	...	...	...	...	...
do 30...	James Gibb	33	66	...	...	...	...	...
Oct. 23...	G. M. Webster & Co...	224	300	...	...	...	...	...
Nov. 4...	do	308	462	...	...	...	...	...
do 11...	do	84	134	...	...	...	...	...
do 11...	do	107	166	...	...	...	...	...
do 11...	do	107	166	...	...	...	...	...

do	17...	do	108	170	H.M.S. Tarmaline.
do	17...	do	101	220	S.S. Scotland.
do	17...	do	31	45	H.M.S. Forester.
do	23...	do	135	270	S.S. Scotland.
do	23...	do	45	90	S.S. Toronto.
do	27...	do	31	51	S.S. Strathely.
do	29...	do	58	135	S.S. Pera.
Dec.	17...	do	23	40	Earl King.
do	17...	do	223	400	La Magicienne.
do	17...	do	69	134	Dumont D'Arville.
do	17...	do	90	160	S.S. Severn.
do	17...	do	78	126	S.S. Barcelona.
do	17...	do	560	1,327	S.S. Circassian.
do	29...	do	119		S.S. Grecian.
do	29...	do	341		S.S. Caspian.
do	29...	do	524	2,275	S.S. Sardinian.
do	29...	do	299		S.S. Polynesian.
do	29...	do	616		S.S. Sarmatian.
do	29...	do	777	6,143	S.S. Sardinian.
do	29...	do	403		S.S. Moravian.
Dec.	29...	do	570	1,177	S.S. Peruvian.
do	29...	do	862	1,739	S.S. Polynesian.
do	29...	do	97		S.S. Moravian.
do	29...	do	672	2,163	do
do	29...	do	466		S.S. Sarmatian.
do	29...	do	728		S.S. Peruvian.
do	29...	do	399	2,389	S.S. Sarmatian.
do	29...	do	573		S.S. Circassian.
do	29...	do	543	2,182	S.S. Sardinian.
do	29...	do	360		S.S. Peruvian.
do	29...	do	551	1,780	S.S. Polynesian.
do	29...	do	563		S.S. Polynesian.
do	29...	do	873	1,193	S.S. Moravian.
do	29...	do	246	1,945	S.S. Sarmatian.
do	29...	do	457	911	S.S. Circassian.
1881.					do
Jan.	20...	A. H. Murphy & Co.	2		Zarick.
do	20...	do	4		Lancashire.
do	20...	do	4		Marco Polo.
do	20...	do	4		Robert Godfrey.
do	20...	do	13		Amicus.
do	20...	do	4		Brelade.
do	20...	do	2		Henriades.
do	20...	do	1		Mizzpah.
do	20...	do	2		Canada.
do	20...	do	2		Parkfield.
do	20...	do	2		Matharame.
do	20...	do	11		Our Annie.

Return of all Coal entered Ex-Warehouse, Free or for Exportation, &c.—Continued.
PORT OF QUEBEC.—Continued.

Date.	By whom entered.	ENTERED EX-WAREHOUSE.				Vessel or Railroad by which Exported.	Place to which Exported.	Date of Cancellation of Export Bond.	Taken for Ship's Stores by following Vessels.
		Quantity.	Value.	For Exportation.					
				Quantity.	Value.				
		Tons.	\$	Tons.	\$				
1881.	A. H. Murphy & Co....	4							Vandick.
Jan. 20...	do	4							Melicite.
do 20...	do	51	322						Beaver.
do 20...	do	87							Our Annie.
do 20...	do	44							Onward.
do 20...	do	50	68						S.S. Lombard.
April 29...	Wm. Crawford & Son...	73	120						S.S. Polino.
May 20...	Lessee Princess Pier...	394	788						S.S. Ocean King.
June 8...	Allans, Rae & Co....	407	694						S.S. Peruvian.
do 8...	do	407							S.S. Polynesian.
do 8...	do	43	1,451						S.S. Scandinavian.
do 8...	do	36							S.S. Nestorian.
do 8...	do	303							S.S. Parisian.
do 8...	do	989	3,932						S.S. Sardinian.
do 8...	do	613							S.S. Moravian.
do 21...	Lessee Princess Pier'	87	155						European.
do 27...	Jno. Baile	46	139						Little Annie.
do 30...	C. P. Chan	163	264						S.S. Barcelona.
do 30...	James Gibb	140							S.S. Dominion.
do 30...	do	190	931						S.S. Severn.
do 30...	do	22							S.S. Montreal.
do 30...	do	115							S.S. Quebec.
do 30...	do	98							do
do 30...	do	168							S.S. Dominion.
do 30...	do	112	1,604						S.S. Scotland.
do 30...	do	223							S.S. Texas.
do 30...	do	200							S.S. Brooklyn.
		19,213	40,219						
1881.	Geo. Paterson	338	607						Marine Department.
July 2...	do	112	230						S.S. Scotland.
do 2...	do	183							S.S. Massagan.
do 2...	do	183	2,072						

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RETURN of all Coal entered Ex Warehouse, Free or for Exportation, &c.—*Concluded.*
 PORT OF QUEBEC—*Continued.*

Date.	By whom Entered.	ENTERED EX-WAREHOUSE.				Vessel or Railroad by which Exported.	Place to which Exported.	Date of Cancellation of Export Bond.	Taken for Ship's Stores by following Vessels.	
		Quantity.	Value.		Quantity.					Value.
			\$	Tons.						
1881.										
Sept. 28	Allans, Rae & Co.	83 }							S.S. Scandinavian.	
do 28	do do	768 }	1,803						S.S. Sarmatian.	
do 28	do do	116 }							do	
do 28	do do	488 }	1,575						S.S. Circassian.	
do 28	do do	140 }							S.S. Polynesian.	
do 28	do do	348 }	738						do	
do 28	do do	279 }							do	
do 28	do do	98 }	1,205						S.S. Parisian.	
do 28	do do	127 }							S.S. Grecian.	
do 29	do do	31	51						S.S. Scotland.	
do 30	Lessee Princess Pier...	10	20						Farewell.	
do 30	D. & J. Maguire,	224	300						S.S. Lake Manitoba.	
do 30	G. M. Webster & Co.	84	150						Earl King.	
Oct. 3	Lessee Princess Pier...	197	760						S.S. Lake Nepigon.	
Nov. 22	do do	314							S.S. Texas.	
do 22	do do	465							Carmona.	
Nov. 28	Wm. Crawford & Son.	336	2,000						S.S. Manitoba.	
do 28	do do	95							Severn.	
do 28	do do	9							Grecian.	
do 28	Allans, Rae & Co.	810	2,316						Sardinian.	
do 28	do do	211							Moravian.	
do 28	do do	275							Moravian.	
do 28	do do	292	1,983						Scandinavian.	
do 28	do do	369							Peruvian.	
do 28	do do	325							Peruvian.	
do 28	do do	73	1,521						Manitoba.	
do 28	do do	70							Buenos Ayrean.	
do 28	do do	250							Circassian.	
do 28	do do	380	1,420						Polynesian.	
do 28	do do	293							Harworth.	
do 28	do do	168	442							
do 28	Wm. Crawford & Son.	168								

	do	28..	112 {	963	{	Sootland.
366-1-A	do	28..	122 }		{	Lake Champlain.
	do	28..	94 }		{	S.S. Thames.
	do	28..	90)			Aylona.
	do	28..	28 ..	45		S.S. Lake Nepigon.
	Dec.	5... Lessees Princess Pier.,	28 ..	930		S.S. Winnipeg.
	do	27... G. M. Webster & Co...	567 ..	455		Quebec Custom House.
	do	27... do	109 ..			Guvino.
	Jan'y.	4... A. H. Murphy & Co...	1 } 3 2	40		Adelganda. Criterion.
	do	4... do	336	650		Dominion Line.
	March 14.	J. McNaughton & Co...	244 }		{	S.S. Thames.
	May	James Gibb	240 }	1,556		S.S. Texas.
	do	do	56 }		{	S.S. Ontario.
	do	do	258 }		{	S.S. Severn.
	do	do	257 }	1,244		S.S. Thames.
	do	do	325 }		{	S.S. Scotland.
	do	do	94 }		{	Mississippi.
	do	do	358 }	1,060		S.S. Brooklyn.
	do	do	236 }		{	S.S. Texas.
	do	do	6... }	95		Little Annie.
	May	R. R. Dobell & Co.....	269 ..	500		Carmona.
	do	Jno. Baile	67 }	186		S.S. Texas.
	do	Wm. Crawford & Son...	60 }		{	Earl King.
	do	do	4 ...	16		Quebec Custom House.
	do	do	45 ..	79		Pera.
	June	G. M. Webster & Co....	381 ..	762		S.S. Scotland.
	do	James Gibb.....	168 ..	336		S.S. Brooklyn.
	do	do		47, 116		J. W. DUNSCOMB, <i>Collector.</i>
			23, 784			

PORT OF ANNAPOLIS, N.S.

1881.	Hatheway & Co.....	50	200 }	Accounted for in Warehouse Re-
June 13...	do	85	340 }	turn, 30th June, 1881.
do 20...	do	80	80 }	Should have been accounted for in
do 28...	do	5 ¹ / ₁₀	212 }	Warehouse Return, 30th Sept.,
Aug. 1...	do			1881.
1882.	Tough Fias r.....	110	463 }	Accounted for in Warehouse Re-
Jan. 3'...	do	19 ⁵⁰ / ₁₀₀	760 }	turn, 31st March, 1882.
Mar. 2...	Hatheway & Co.....	510 ⁵³ / ₁₀₀	2,045 }	AUG. FULLERTON, Collector.

RETURN of all Coal Entered Ex-Warehouse, Free or for Exportation, &c.—Continued.

PORT OF HALIFAX.

Date.	By whom Entered.	ENTERED EX-WAREHOUSE.						Vessel or Railroad by which Exported.	Place to which Exported.	Date of Cancellation of Export Bond.	Remarks.
		Free.		For Exportation.		Value.					
		Quantity.	Value.	Quantity.	Value.						
		Tons.	\$	Tons.	\$						
1881.		.....	.....	78	238	U.S. Str. Van-					The two entries passed here were for coal in two steamers. No regular export of imported coal. See Entry Nos. 533 and 10607.
July 9...	Wm. Roach, jun.....	.....	.....	94	311	dalia.. ..	Used at sea.....	.....		
Dec. 13...	do .....	.....	.....			U.S. Str. Sara-	do .....	.....		
		.....	.....	172	549	toga.....					W. ROSS, Collector.

PORT OF ST. JOHN, N.B.

1880.	H. W. Chisolm.....	144	433	International S.S. Company	Eastport, U.S....	Feb. 17...	Statement from 1st July, 1880, to 30th June, 1881.
July 24...	do .....	.....	.....	182	637	do	do	do 17...
Aug. 12...	do .....	.....	.....	266	931	do	do	do 17...
Sept. 23...	do .....	.....	.....	291	1,018	do	do	do 17...
Oct. 25...	do .....	.....	.....	315	1,102	do	do	do 17...
do 28	do .....	.....	.....	252	1,008	do	do	do 17...
Dec. 3...	do .....	.....	.....	319	1,276	do	do	do 17...
do 19...	do .....	.....	.....	353	1,488	do	do	do 17...
do 16...	do .....	.....	.....	221	994	do	do	do 17...
do 30...	do .....	.....	.....	160	640	do	do	do 17...
1881.									
Jan. 10...	do .....	.....	.....					Aug. 26... 1882.
								Aug. 26...	

		1881.		1882.		1883.		Statement from 1st July, 1881, to 30th June, 1882.	
		A. W. Chisolm.....		S. S. Company		Eastport, U.S....		Grand Total for two years—	
								Tons. \$	
April 5...	104	do	do	do	do	do	do	4,407	17,771
do 6...	262	do	do	do	do	do	do	5,879	26,428
do 8...	204	do	do	do	do	do	do	10,286	44,199
June 4...	228	do	do	do	do	do	do		
do 9...	218	do	do	do	do	do	do		
do 22...	400	do	do	do	do	do	do		
	4,407								
July 29...	334	do	do	do	do	do	do		
Aug. 13...	243	do	do	do	do	do	do		
do 23...	221	do	do	do	do	do	do		
do 27...	248	do	do	do	do	do	do		
Sept. 10...	224	do	do	do	do	do	do		
Oct. 28...	259	do	do	do	do	do	do		
Nov. 10...	196	do	do	do	do	do	do		
do 14...	332	do	do	do	do	do	do		
Dec. 8...	279	do	do	do	do	do	do		
do 12...	210	do	do	do	do	do	do		
do 17...	177	do	do	do	do	do	do		
1882.									
Jan. 13...	253	do	do	do	do	do	do		
do 17...	215	do	do	do	do	do	do		
do 23...	235	do	do	do	do	do	do		
do 27...	151	do	do	do	do	do	do		
do 31...	205	do	do	do	do	do	do		
Feb. 3...	177	do	do	do	do	do	do		
do 10...	157	do	do	do	do	do	do		
do 14...	205	do	do	do	do	do	do		
do 17...	181	do	do	do	do	do	do		
do 21...	182	do	do	do	do	do	do		
do 25...	216	do	do	do	do	do	do		
Mar. 4...	169	do	do	do	do	do	do		
do 4...	277	do	do	do	do	do	do		
do 4...	248	do	do	do	do	do	do		
do 24...	285	do	do	do	do	do	do		
	5,879								
	26,428								

J. R. REID,
Collector.

RETURN of all Coal entered Ex-Warehouse, Free or for Exportation, &c.—*Concluded.*

PORT OF ST. STEPHEN, N.B.

Date.	By whom Entered.	ENTERED EX-WAREHOUSE.				Vessel or Railroad by which Exported.	Place to which Exported.	Date of Cancellation of Export Bond.	Remarks.
		Free.		For Exportation.					
		Quantity.	Value.	Quantity.	Value.				
1880.		Tons.	\$	Tons.	\$			1882.	
Sept. 29...	Chase Barker & Co.....	.....	.....	53	177	By Team.....	Calais, Me.....	Sept. 30...	Bituminous.
Dec. 30...	Todd Bros.....	.....	.....	13	52	do	do	Jan. 12...	do
do 30...	do .....	.....	.....	45	180	Railroad.....	Houlton, Me.....	do 15...	do
do 30...	Chase, Barker & Co .....	.....	.....	34	145	By Team.....	Calais, Me.....	Mar. 23...	do
1881.									
Feb. 12 ..	C. H. Clerke .....	.....	.....	46	161	do	do	Feb. 12...	Anthracite.
				191	715				
Sept. 28...	Chase, Barker & Co.....	.....	.....	34	110	By Team.....	do	Sept. 28...	Bituminous.
Dec. 30...	do .....	.....	.....	35	113	do	do	Mar. 23...	do
do 30...	Todd Bros.....	.....	.....	60	189	do	do	Jan. 19...	do
1882.									
Jan. 17...	C. H. Clerke.....	.....	.....	107	373	do	do	do 28...	Anthracite.
Feb. 15...	Todd Bros.....	.....	.....	6	20	do	do	Feb. 15...	Bituminous.
April 18...	do .....	.....	.....	10	32	do	do	April 18...	do
June 28...	Chase, Barker & Co....	.....	.....	71	250	do	do	June 30...	do
				323	1,087				
				514	1,802				
									H. WEBBER, Collector.

H. WEBBER,
Collector.

FISHING BOUNTIES.

(87)

COPIES of Orders in Council, Instructions and Forms for Bounty Claims submitted in compliance with the Act 45 Victoria, Chapter 18.

A. W. McLELAN,

Minister of Marine and Fisheries.

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 7th November, 1882.

On a Report dated 6th November, 1882, from the Minister of Finance, representing that during the last Session of Parliament an Act was passed appropriating the sum of \$150,000 annually for the development of Sea-fisheries and the encouragement of the building of Fishing Vessels.

The Minister states that since the passing of the above recited Act he has collected statistics respecting the sea-fisheries which he has transferred to the Minister of Marine and Fisheries, and he now recommends that the grant be placed at the disposal of the Minister of Marine and Fisheries, who shall dispose of the same by payment of bounties to fishermen under regulations to be approved of from time to time by the Governor in Council.

The Committee concur in the foregoing recommendation, and submit the same for our Excellency's approval.

JOHN J. McGEE.

on. Minister Marine and Fisheries.

CERTIFIED Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 14th December, 1882.

On a Report dated 12th December, 1882, from the Minister of Marine and Fisheries, submitting that the following regulations with reference to the disposal of the sum of \$150,000 appropriated by Parliament as fishing bounties be carried out, viz. :—

1. That Canadian fishing vessels of ten tons and upwards, having been engaged in the sea-fisheries during three months, shall be entitled to a bounty at the rate of \$160 per ton, payment to any vessel not to exceed \$160, or on 80 tons; one-half of which amount being payable to the owner of the vessel, and one-half to the men, to be divided equally between them.

2. That Canadian fishing boats under ten tons having been engaged in the sea-fisheries during three months, and caught not less than 2,500 pounds of sea-fish per man, exclusive of salmon, shad and other sea-fish exempted under the Washington Treaty, shall be entitled to receive a bounty at the rate of \$2.50 per man, one-fifth of which sum being payable to the owner of the boat and four-fifths to be divided equally among the men.

3. That public notice to claimants should be issued forthwith requiring them to file their claims with the nearest Fishery Overseer.

The Minister recommends that as the present distribution is in some sense experimental and as no definite basis exists for the recognition of these claims under formal licenses and regulations, that a special agent be employed to verify the same before payment and also to procure such other information as may be necessary to insure uniformity and place the system on a satisfactory footing.

The Committee concur in the foregoing Report and recommendations of the Minister of Marine and Fisheries and submit the same for approval.

JOHN J. MCGEE.

Hon. Minister Marine and Fisheries.

CLAIMS TO FISHING BOUNTIES.

(Circular.)

A bounty of \$2 per ton will be paid to Canadian vessels of ten tons and upward having been engaged during three months of the current year in the catch of sea-fish not exempted under the Washington Treaty; one-half of such bounty being payable to the owner and the other half to the crew. Payment to any vessel not to exceed \$160. Fishing boats under ten tons, engaged fishing for a similar period, and having caught not less than 2,500 pounds of sea-fish per man, are also entitled to a bounty of \$2.50 per man; one-fifth of which being payable to the owner and four-fifths to the men.

DEPARTMENT MARINE AND FISHERIES, OTTAWA, 18th December, 1882.

SIR,—Referring to the above provisions of Order in Council, and with the permission of the Minister of Customs, I have directed to be sent you blank forms which claimants to fishing bounties are to fill up in accordance with the following rules:

1. To be entitled to the bounty, vessels must have been engaged three months in the sea-fisheries exclusive of salmon, shad and other fish exempted under the Washington Treaty;
2. The same rule applies to boats under ten tons; the catch of each man being moreover, in such case, rated at not less than 2,500 pounds of fish;
3. Inform claimants that the declaration can be sworn to before any Justice of the Peace or Commissioner for taking affidavits;
4. Please see that each form is correctly filled up, and the writing legible, and forward the same to this Department;
5. The last column is intended for your certificate and remarks;
6. Should you require a further supply or forms, please apply for them.

I am, Sir, &c.,

A. W. McLELAN, *Minister Marine and Fisheries.*

To.....Esq., Collector of Customs.

CLAIMS TO FISHING BOUNTIES.

(Circular.)

A bounty of \$2 per ton will be paid to Canadian vessels of ten tons and upward having been engaged during three months of the current year in the catch of sea-fish not exempted under the Washington Treaty; one-half of such bounty being payable to the owner and the other half to the crew. Payment to any vessel not to exceed \$160. Fishing boats under ten tons, engaged fishing for a similar period, and having caught not less than 2,500 pounds of sea-fish per man, are also entitled to a bounty of \$2.50 per man; one-fifth of which being payable to the owner and four-fifths to the men.

CLAIM TO FISHING BOUNTY.—Return for Vessels.

Name of Vessel.	Port of Registration.	Tonnage.	Names and Residences of Owner and Crew employed fishing not less than three months.			Dates and Locality of Fishing.	Quantity and kinds of Sea Fish caught, exclusive of Salmon, Shad and other fish exempted under the Washington Treaty.	Certificate and Remarks of Fishery Officer or Collector of Customs.
			Owner.	Crew.	Residences.			

I, do solemnly declare that the foregoing statement is true and correct in all its particulars, and I make this solemn declaration conscientiously believing the same to be true, and by virtue of the Act passed in the third seventh year of Her Majesty's reign, intituled "An Act for the Suppression of Voluntary and Extra-Judicial Oaths."

Declared to before me at the County of in the Province of this day of 188 ..

.....

Signatures of Claimants. {

RETURN

(37a.)

For an ORDER of the HOUSE OF COMMONS, dated 20th March 1883 ;—For a Return of Leases or Licenses to Fish on rivers in the Province of New-Brunswick, granted by the Department of Marine and Fisheries, and the annual Rent received on each ; the number of Leases or Licenses cancelled or surrendered, and showing up to what date the annual Rents have been paid.

By Command,

HECTOR L. LANGEVIN.

Acting Secretary of State.

Department of the Secretary of State,

2nd May, 1883.

SCHEDULE of Licenses to fish for Salmon in the Rivers or portions of Rivers in New Brunswick, granted by the Department of Marine and Fisheries, the Inspector of Fisheries and the Fishery Wardens, under the Order in Council of 11th June, 1879.

Names of Licensees.	Locality.	License Fees.		
		1879.	1880.	1881.
		\$ cts.	\$ cts.	\$ cts.
James Gillis	Restigouche River, N.B.	1 80	.....	.....
John Gillis	do	1 80	.....	.....
do	do	2 10	.....	.....
Helvin Adams	do	4 50	4 50	4 50
as. Gillis	do	3 00	3 00	3 00
rchd. Duncan	do	2 10	2 10	2 10
Thomas Murray	do	4 50	.....	4 50
do	do	4 80	.....	4 50
Thomas Adams	do	3 00	3 00	2 70
Alexander Duff	do	2 70	2 70	2 70
James Adams	do	2 70	2 70	2 70
John Gerrard	do	4 80	4 50	4 50
Sam Pratt	do	6 00	6 00	6 00
Robert Christopher	do	9 00	Abandon'd .....	.....
Robert Duncan	do	6 00	6 00	6 00
Robert Gerrard	do	3 00	2 70	2 70
esses. A & R. Ferguson	do	27 00	27 00	27 00
John Moir	do	9 00	9 00	9 00
William Pratt	do	9 00	9 00	9 00
Alex. Chamberlain	do	5 40	4 80	4 80

SCHEDULE of Licenses to fish for Salmon in the Rivers or portions of Rivers in New Brunswick, &c.—*Continued.*

Name of Licensees.	Locality.	License Fees.		
		1879.	1880.	1881.
		\$ cts.	\$ cts.	\$ cts.
Jas. G. Christopher.....	Restigouche River, N.B.....	4 50	4 50	4 80
Henry Duncan.....	do.....	9 00	9 00	9 00
George Duncan.....	do.....	4 50	4 50	4 50
Ebenezer Garred.....	do.....	4 50	4 50	4 80
John Adams.....	do.....			9 00
Wm. Matchett.....	North-West Miramichi River, N.B.....	0 75	0 60	
John Matchett.....	do do.....	0 90	0 75	0 90
Stephen Pearpaul.....	do do.....		0 51	
John Green.....	do do.....	0 45		
John White.....	do do.....			0 78
William Curtis.....	do do.....	0 84	0 84	0 84
Wm. Holmes.....	do do.....	0 39	0 48	0 39
Gilbert Somers.....	do do.....	0 60	0 39	
Wm. Travis.....	do do.....	1 26	0 72	
Wm. Fitzgerald.....	do do.....		0 75	
Wm. Mullion.....	do do.....		0 72	0 87
George Simpson.....	do do.....			1 20
John McCullum.....	do do.....		1 20	
William Nye.....	do do.....			1 20
Daniel Easty.....	do do.....		0 48	
John Goodfellow.....	do do.....		1 20	
D. N. Blackmore.....	do do.....		0 75	
Andrew White.....	do do.....		0 75	
Wm. Bine.....	do do.....	1 20	1 20	1 20
M. Sutherland.....	do do.....	0 90		0 72
William Taylor.....	do do.....	0 60		
John Stewart.....	do do.....		0 48	
Moses Travis.....	do do.....	0 63	0 57	
Michael Young.....	do do.....	1 20		
James Barry.....	do do.....	1 20		
Anthony Adams.....	do do.....	1 20		
Robert McKay.....	do do.....	0 90	1 20	
Anthony Rogers.....	do do.....	1 20	1 20	
Robert Holmes.....	do do.....			0 30
Edward Stewart.....	do do.....			0 48
Edward Clark.....	do do.....	1 20	1 20	1 20
John Bander.....	do do.....			0 90
Patrick Keating.....	do do.....	0 60	0 60	0 60
Mathew McKay.....	do do.....	0 60	0 60	0 60
John Donovan.....	do do.....	1 29	1 20	1 20
P. Whitney.....	do do.....	2 40	2 40	2 40
R. P. Whitney.....	do do.....		2 40	2 40
Angus McAllister.....	do do.....	2 40	2 40	
Benjamin Forsyth.....	do do.....			1 20
David Dinnett.....	do do.....	1 20		
James Welsh.....	do do.....	1 20	1 20	1 20
John Forsyth.....	do do.....	0 75	1 20	
William Burns.....	do do.....			1 20
William McTavish.....	do do.....	0 90	0 90	
Alex. Mullion.....	do do.....	0 90	1 80	1 80
William McAllister.....	do do.....	0 75	0 75	0 75
James Dolan.....	do do.....	0 63	1 05	1 20
E. Toyer.....	do do.....		0 39	
James Highland.....	do do.....	0 57	0 57	
Thomas Mullin.....	do do.....	0 90	0 90	0 90
William McKibbin.....	do do.....	0 78	0 75	0 75
Alex. Mullion.....	do do.....	0 72		
John McMahon.....	do do.....		0 42	
Dan. McAllister.....	do do.....			0 90
John Harris.....	do do.....	0 90	0 90	0 90
James Fitzgerald.....	do do.....	0 60	0 60	
M. Sutherland.....	do do.....	0 54	0 54	0 50

SCHEDULE of Licenses to fish for Salmon in the Rivers or portions of Rivers in New Brunswick, &c.—Continued.

Names of Licensees.	Locality.	License Fees.		
		1879.	1880.	1881.
		\$ cts.	\$ cts.	\$ cts.
George Easty.....	North-West Miramichi River, N.B.....	0 90	0 90	0 90
Henry Nye.....	do do	0 90	0 90	.....
Thomas Nye.....	do do	1 20	1 20	2 40
Joseph Nye.....	do do	1 20	1 20	1 20
John Nye.....	do do	1 20	1 20	1 20
Michael Young.....	do do	1 20	1 20	1 20
Gerald Toyer.....	do do	1 20	1 20	1 20
Hugh Currier.....	do do	0 90	0 90	0 75
James Brander.....	do do	.....	.....	0 90
Robert Adams.....	do do	.....	.....	1 20
William McTavish.....	do do	1 20	1 20	1 20
Michael Jardine.....	do do	1 20	1 20	1 20
Michael Dolan.....	do do	1 20	1 20	.....
Fred. Jones.....	do do	.....	.....	1 20
John Hutcheson.....	do do	.....	1 20	1 20
Jos. Goodfellow.....	do do	1 20	1 20	1 20
John Goodfellow.....	do do	1 20	1 20	1 20
Angus McAllister.....	do do	0 60	.....	.....
William Clifford.....	do do	1 20	.....	.....
Daniel Oak.....	do do	.....	0 90	1 20
Thomas Hill.....	do do	1 20	1 20	1 20
John Clancy.....	do do	1 20	.....	.....
James Keating.....	do do	.....	1 20	1 20
Murdoch McCarty.....	do do	1 05	1 05	.....
D. Powers.....	do do	1 20	1 20	1 20
Jeremiah Keys.....	do do	.....	.....	1 20
John Fitzgerald.....	do do	0 96	0 96	0 96
George Hubbard.....	do do	0 90	2 10	0 90
David Goodfellow.....	do do	0 90	0 90	0 90
Noah Mullin.....	do do	0 90	0 90	0 90
Thomas Mullin.....	do do	0 90	0 90	0 90
George Sutherland.....	do do	0 90	0 90	0 90
Jos. Chaplain.....	do do	0 90	0 90	0 90
John McTavish.....	do do	0 90	0 90	0 90
Duncan McTavish.....	do do	0 90	0 90	0 90
Thomas Lawlor.....	do do	1 80	0 90	0 90
Wm. Lawlor.....	do do	0 90	0 90	0 90
John Lawlor.....	do do	0 90	0 90	0 90
John Keys.....	do do	0 90	0 90	0 90
Peter Jardine.....	do do	.....	0 90	.....
Alex. Fitzgerald.....	do do	.....	0 90	.....
Patrick Gillis.....	do do	0 90	0 90	0 90
Thos. Johnston.....	do do	.....	.....	0 90
A. Mullin.....	do do	.....	.....	0 90
Jos. Waden.....	do do	0 75	0 90	0 75
James Easty.....	do do	0 54	0 90	1 90
Robt. Easty.....	do do	0 69	0 72	0 90
David Allison.....	do do	0 60	.....	0 60
Wm. Lusie.....	do do	1 20	1 20	.....
David Harris.....	do do	.....	.....	0 39
Paul Kingston.....	do do	.....	0 39	0 45
John May.....	do do	.....	0 75	.....
Alex. Johnston.....	do do	.....	0 60	0 48
Daniel Easty.....	do do	.....	0 75	0 78
Jos. Holmes.....	do do	.....	0 42	.....
James Taylor.....	do do	.....	0 42	0 48
John Dennit.....	do do	.....	0 72	.....
James Whitney.....	do do	.....	.....	0 72
Wm. Frenchman.....	do do	0 30	.....	.....
David Blackmore.....	do do	0 48	.....	.....
John White.....	do do	0 36	.....	.....
Daniel McAllister.....	do do	0 81	.....	.....

SCHEDULE of Licenses to fish for Salmon in the Rivers or portions of Rivers in New Brunswick—Continued.

Names of Licensees.	Locality.	License Fees.		
		1879.	1880.	1881.
		\$ cts.	\$ cts.	\$ cts.
Wm. Johnston.....	North-West Miramichi River, N.B.....	0 78		
Andrew White.....	do do	0 60		
Robt. Holmes.....	do do	0 27		
Hector Morrison.....	do do	0 90	0 90	0 90
Jno. Goodfellow.....	do do	1 20	1 20	1 20
John McCallum.....	do do		1 20	
Robt. Forsyth.....	do do	3 60	2 40	2 40
Wm. Taylor.....	do do	0 90		
Jos. Goodfellow.....	do do	1 20	0 90	
Chas. Dolan.....	do do	0 69	0 69	0 69
Thos. Hill.....	do do	1 20	0 90	
James Lunch.....	do do	0 45		
Thos. Johnson.....	do do		0 84	
Thos. Lawlor.....	do do	1 20	1 20	
Andrew Matchet.....	do do	0 90	0 81	0 81
Michael Young.....	do do	1 20		
Alex. Henderson.....	do do	0 71	0 42	0 42
Jas. Barry.....	do do		1 20	1 20
N. Gordon.....	do do	0 99		
Elisha Smith.....	do do	0 90	0 90	0 90
Jas. Maddock.....	do do	0 66	0 60	
Pat Hogan.....	do do	0 48		
R. P. Whitney.....	do do	0 90	0 90	0 90
Alex. McAllister.....	do do	0 66		
Thomas Vye.....	South-West Miramichi River, N.B.....	1 20	1 20	1 20
John Vye.....	do do	1 20	1 20	1 20
Pat. Clancey.....	do do	1 20	1 20	1 20
Thomas Power.....	do do	1 20	1 20	1 20
James D. Fraser.....	do do	1 20		
John Haines.....	do do		2 40	
David Lee.....	do do	1 20		
David Barron.....	do do	1 20	1 20	1 20
Robert Barron.....	do do	1 20		
Henry Barron.....	do do		1 20	
Wm. Vye.....	do do	0 75		
Jno. Carnahan.....	do do	1 20	1 20	1 20
Nelson Norman.....	do do	2 40	2 40	2 40
David Newman.....	do do		1 20	
Isaac Leighton.....	do do	1 20	1 20	1 20
Solomon Knight.....	do do	1 20		
John Knight.....	do do	0 90	1 20	1 20
Wm. Fitzgerald.....	do do	1 20	1 20	1 20
David Barron.....	do do	0 90	1 20	1 20
Allan Barron.....	do do		0 90	0 90
David Barron, jun.....	do do	1 20		
Aaron Hart.....	do do		1 20	
John Belt.....	do do			1 20
William Hart.....	do do	1 20		
Henry Betts.....	do do		1 20	
Samuel Russell.....	do do	1 20	1 20	1 20
Hugh P. Crocker.....	do do	1 35	1 20	1 20
William Allison.....	do do	1 20		
Thomas Parker.....	do do		1 20	1 20
R. B. Parker.....	do do		1 20	1 20
E. Delorm.....	do do	1 20	2 40	1 20
Jno. T. Mersereau.....	do do	1 20		
William Bryanton.....	do do		1 20	1 20
Hugh Ferguson.....	do do	1 20	1 20	1 20
Christopher Croker.....	do do		1 20	1 20
Alex. Ferron.....	do do	1 05	1 05	1 05
Thomas A. Clark.....	do do	1 20		

SCHEDULE of Licenses to fish for Salmon in the Rivers or portions of Rivers in New Brunswick—*Continued.*

Names of Licensees.	Locality.	License Fees.		
		1879.	1880.	1881.
		\$ cts.	\$ cts.	\$ cts.
Thomas Parker.....	South-West Miramichi River, N.B.....	.....	1 20	1 20
George Cliff.....	do do	1 05	1 05	1 05
Mark Hambock.....	do do	.....	1 05	.....
Francis Park.....	do do	.....	1 95	.....
William O'Brien.....	do do	1 05	.....	.....
A. Davidson.....	do do	1 05	.....	.....
Wm. Pladwell.....	do do	1 05	.....	.....
Alex. Parker.....	do do	1 05	.....	.....
Wm. Walsh.....	do do	1 05	.....	.....
James Smith.....	do do	1 05	.....	1 05
Alex. McKinley.....	do do	.....	1 05	.....
James Russell.....	do do	1 05	1 05	0 90
William Cushman.....	do do	1 20	.....	.....
William Monohan.....	do do	1 05	1 05	1 05
J. Monohan.....	do do	1 20	1 20	1 20
Alex. Saunders.....	do do	1 20	1 20	.....
Robert Jamieson.....	do do	1 05	.....	.....
Alex. Archibald.....	do do	.....	1 20	1 20
Ellen Barron.....	do do	1 20	.....	.....
William Vye.....	do do	1 20	.....	.....
Charles Vye.....	do do	1 20	1 20	1 20
Samuel Vye.....	do do	1 20	1 20	1 20
James Robinson.....	do do	1 20	.....	.....
John Watson.....	do do	0 45	.....	.....
Charles Arbow.....	do do	0 60	.....	.....
Michael Hogan.....	do do	0 45	.....	.....
J. Donalds.....	do do	.....	.....	0 60
Wm. Watson.....	do do	.....	.....	0 60
James Watson.....	do do	.....	.....	0 60
Donley.....	do do	.....	.....	0 60
Math. Donalds.....	do do	0 60	.....	.....
Peter Arbow.....	do do	0 60	.....	.....
Wm. Burk.....	do do	.....	0 81	.....
Wm. O. Arbow.....	do do	0 81	.....	.....
James Underhill.....	do do	0 45	.....	0 48
John A. Stevens.....	do do	.....	0 60	.....
James Stevens.....	do do	.....	0 60	.....
Wm. Mushrove.....	do do	0 60	.....	0 60
Donley.....	do do	.....	0 60	0 60
Moutar.....	do do	.....	.....	0 72
Elouche Harris.....	do do	.....	0 60	.....
John McDonald.....	do do	.....	0 60	.....
John Underhill.....	do do	0 45	0 30	.....
Wm. Underhill.....	do do	.....	0 66	0 60
McLeagon.....	do do	.....	.....	1 20
John McDonald.....	do do	.....	.....	0 60
James Calvin.....	do do	.....	.....	0 60
Wm. Colford.....	do do	.....	0 36	0 42
John Porter.....	do do	1 20	.....	.....
Wm. Morehouse.....	do do	.....	0 60	.....
James Asbon.....	do do	.....	.....	0 60
Cochrane.....	do do	0 39	.....	.....
James Sutton.....	do do	.....	0 42	.....
Osbon.....	do do	.....	.....	0 60
Thomas Vickers.....	do do	0 45	.....	0 42
Wm. McLoggan.....	do do	.....	1 50	.....
Joseph Curtis.....	do do	.....	.....	.....
Wm. Coughlin.....	do do	.....	0 42	0 39
John Glaspy.....	do do	1 20	0 75	0 60
John Astles.....	do do	0 60	.....	0 60
David Coughlin.....	do do	.....	0 30	0 42

SCHEDULE of Licenses to fish for Salmon in the Rivers or portions of Rivers in New Brunswick—Continued.

Names of Licensees.	Locality.	License Fees.		
		1879.	1880.	1881.
		\$ cts.	\$ cts.	\$ cts.
David Sullivan.....	South-West Miramichi River, N.B.....	0 75	0 60	0
Moses Harris.....	do do.....	0 60	0 60	0
Thos. Harris.....	do do.....	.....	.....	0
Nath. Underhill.....	do do.....	0 45	.....	.....
Jas. Weaver.....	do do.....	.....	.....	0
Jas. Warren.....	do do.....	1 08	0 51	0
James Sturgeon.....	do do.....	.....	.....	0
John T. Coughlin.....	do do.....	.....	.....	0
E. Arbow.....	do do.....	0 54	.....	.....
James Green.....	do do.....	0 50	0 60	.....
John Black.....	do do.....	0 72	0 72	.....
Alex. Moir.....	do do.....	0 50	0 50	.....
Wm. Fairly.....	do do.....	0 75	.....	0
Benj. Goodine.....	do do.....	0 72	.....	.....
John Pence.....	do do.....	0 72	.....	.....
E. McKay.....	do do.....	0 50	0 50	.....
Wm. Scott.....	do do.....	0 50	.....	.....
R. Palmer.....	do do.....	0 50	0 50	.....
Thos. McKeel.....	do do.....	0 50	.....	.....
Thomas Hunter.....	do do.....	0 50	.....	.....
Wm. Palmer.....	do do.....	0 50	.....	0
M. Pond.....	do do.....	0 63	0 75	.....
S. Hovey.....	do do.....	0 75	0 72	0
John Campbell.....	do do.....	.....	0 90	.....
Pat. McCarthy.....	do do.....	.....	0 63	0
D. Fairly.....	do do.....	.....	.....	0
Thomas Holmes.....	do do.....	0 51	.....	.....
David Weaver.....	do do.....	0 24	0 54	0
Cornelius Weaver.....	do do.....	0 72	0 72	0
do.....	do do.....	0 36	0 45	0
Charles Weaver.....	do do.....	0 60	0 51	0
John McRae.....	do do.....	0 54	0 60	0
Robert Arbow.....	do do.....	0 39	0 69	0
Allen do.....	do do.....	.....	.....	0
Jas. Weaver.....	do do.....	0 72	0 72	.....
Geo. Sutherland.....	do do.....	0 60	0 60	.....
Timothy Hurley.....	do do.....	0 36	.....	0
James Taylor.....	do do.....	0 42	0 42	.....
G. Mersereau.....	do do.....	0 60	.....	0
Chas. Mitchell.....	do do.....	0 75	0 75	.....
Mrs. John Arbow.....	do do.....	.....	0 78	0
H. & Chas. Carroll.....	do do.....	.....	.....	0
James Mitchell.....	do do.....	0 42	0 90	.....
R. D. Robinson.....	do do.....	0 80	.....	.....
Wm. Mitchell & Jas. Carroll.....	do do.....	0 60	.....	.....
B. Hogan.....	do do.....	.....	0 54	0
F. L. Pedolin.....	do do.....	.....	.....	15
George Clift.....	do do.....	.....	.....	0
James Doak.....	do do.....	0 60	0 51	0
George Burtlett.....	do do.....	0 60	0 60	.....
G. G. Price.....	do do.....	0 84	.....	.....
Jessie Stewart.....	do do.....	0 60	0 60	.....
Nath. Donley.....	do do.....	.....	0 54	.....
E. Arbow.....	do do.....	0 69	0 75	0
Jas. Donalds.....	do do.....	.....	0 60	0
Jno. McLoggan.....	do do.....	1 50	.....	.....
James Caverty.....	do do.....	.....	0 45	.....
Geo. Astles.....	do do.....	0 60	.....	.....
W. J. Sturgeon.....	do do.....	0 54	.....	.....
Jeremiah Mahoney.....	do do.....	0 60	.....	.....
Chas. Welsh.....	do do.....	0 30	.....	.....
Elija Arbow.....	do do.....	0 45	0 60	.....

SCHEDULE of Licenses to fish for Salmon in the Rivers or portions of Rivers in New Brunswick, &c.—Continued.

Names of Licensees.	Locality.	License Fees.		
		1879.	1880.	1881.
		\$ cts.	\$ cts.	\$ cts.
Ed. Cane	South-West Miramichi River, N.B.....			0 60
Donalds	do do		0 60	
John Peterson	do do		0 60	
H. P. Graton	do do			0 60
T. S. Duffy	do do	0 45	0 60	0 60
W. Morehouse	do do	0 60		
John Wells	do do		0 60	
James Sturgeon	do do			0 60
T. S. Colford	do do	0 60		
T. S. Underhill	do do	0 60	0 60	
John Sturgeon	do do			0 60
W. Vickers	do do	0 78	0 84	
James Sturgeon	do do	0 72	0 60	0 60
Ed. do	do do			0 60
T. S. Grady	do do	0 75		
Ed. Mountain	do do	0 45	0 30	
James do	do do	0 36		
James Vickers	do do	0 45	0 45	
W. H. Curtis	do do			0 60
A. L. Astles	do do	0 45		0 45
A. L. Beek	do do	0 90		
John Bruce	do do	0 60		
James O'Donnell	do do	0 75	0 75	0 75
W. Munroe	do do	0 60		
John Lyons	do do	0 90	0 99	
John O'Donnell	do do	0 60		
James & D. Douglas	do do	0 75	0 75	0 60
John Stewart	do do			
Ed. Price	do do	0 75		
John Murphy	do do	1 00	0 99	0 99
W. Murphy	do do	0 99		
John Long	do do	0 90		
John Long	do do	0 75	0 75	0 72
Ed. Price	do do	1 05		
Ed. Clearwater	do do	0 84	0 90	0 90
Ed. Holmes	do do			0 75
James McElwee	do do			0 60
James McNamee	do do			1 02
Edward Price	do do			1 11
James Comen	Renous River, Branch of the South-			
	West Miramichi River, N.B.....	0 24		
John Furlong	do do	0 30		
James Donaven	do do	0 21	0 30	
James Duffy	do do	0 30		0 30
James Halihan	do do	0 24	0 54	0 48
James Donaven	do do	0 24	0 30	
John Whelan	do do		0 24	0 24
John Hambock	do do	0 30		
James Tucker	do do			0 30
John Hollehan	do do		0 24	
John Hetherington	do do	0 24	0 24	
George Russell	do do		0 24	
John McNairy	do do	0 30	0 24	0 24
John Brown	do do	0 30	0 30	
John Colssaugh	do do	0 30		
John McInnis	Dungarvon River, Miramichi, N.B.....	0 24	0 24	0 24
John Dunn	do do	0 24		
Edward Buggy	do do		0 24	
John Gillingham	St. John River, N.B.....		1 00	2 00
John C. Stackhouse	do		0 50	
James Brundy	do Co. Kings, N.B.....	2 00	2 00	
John Long	do do	0 50	0 50	0 50

SCHEDULE of Licenses to fish for Salmon in the Rivers, or portions of Rivers, in New Brunswick—*Continued.*

Name of Licensees.	Locality.	License Fees.		
		1879.	1880.	1881.
		\$ cts.	\$ cts.	\$ cts.
Alex. Long.....	St. John River, Co. King's, N.B.....	0 50	0 50	0 50
Alex. Woodman.....	do do	0 50	0 50	0 50
Nath. Belyea.....	do do	0 50	1 00	1 00
Reginald Deveber.....	do do	0 50	0 50	0 50
Chas. A. Gorhan.....	do do	0 50	.....	.....
Isaac W. Pitt.....	do do	0 50	0 50	0 50
Abram Pitt.....	do do	1 00	1 00	1 00
John S. Lyon.....	do do	0 50	0 50	0 50
Chas. Hamon.....	do do	0 50	0 50	0 50
James A. Long.....	do do	1 00	.....	.....
Jas. A. McKiel.....	do do	0 50	.....	.....
Zebulon Davis.....	do do	0 50	.....	1 00
John Burns.....	do do	0 50	.....	1 00
G. W. Carter.....	do do	0 50	.....	.....
Z. Williams.....	do do	0 50	.....	.....
John Craig.....	do do	0 50	.....	.....
Samuel Brunnell.....	do do	0 50	1 00	.....
Patrick Gleson.....	do do	.....	1 00	0 50
Albert McBeath.....	do do	.....	0 50	.....
Thos. Buckley.....	do do	0 50	0 50	1 00
Jas. A. Stackhouse.....	do do	.....	0 50	.....
S. S. Lee.....	do do	.....	.....	0 50
Strange Lee.....	do do	.....	.....	1 00
Stephen Apt.....	do do	.....	.....	0 50
Samuel Theal.....	do do	.....	.....	0 50
Israel Nables.....	do do	.....	.....	0 50
Z. Sprague.....	do do	.....	.....	0 50
S. Sprague.....	do do	.....	.....	0 50
J. H. Gray.....	do do	.....	.....	0 50
Gilbert Crandall.....	do do	.....	.....	1 00
Chas. M. Marrell.....	do do	.....	.....	1 00
Jas. H. Haselwood.....	do Co. Queen's, N.B.....	.....	0 50	.....
W. E. King.....	do do	.....	0 50	.....
E. Briggs.....	do do	.....	0 50	.....
C. R. Fulton.....	do do	0 50	0 50	0 50
James Gray.....	do do	.....	.....	0 50
Walter Hamilton.....	do do	.....	.....	0 50
Jos. Roy.....	do do	.....	.....	0 50
B. F. Fulton.....	do do	.....	.....	0 50
Pat. McDale.....	do do	.....	.....	0 50
John E. Cole.....	do do	1 00	1 00	1 00
M. H. Smith.....	do Co. Sunbury, N.B.....	0 50	.....	.....
John Porter.....	do do	0 50	0 50	0 50
Geo. L. Brown.....	do do	0 50	.....	0 50
Jonathan Brydges.....	do do	0 50	.....	.....
Thos. Brydges.....	do do	0 50	0 50	0 50
G. H. Hill.....	do do	.....	1 00	1 00
Mrs. Mary Brydges.....	do do	.....	0 50	0 50
Henry Burpee.....	do do	.....	0 50	.....
Ludlow Chase.....	do Co. York, N.B.....	1 00	1 00	1 00
Robt. Anderson.....	do do	1 50	2 00	.....
B. Allan.....	do do	0 50	.....	.....
J. Burrill.....	do do	1 00	1 50	.....
Edwin Laurence.....	do do	0 50	0 50	0 50
William Leek.....	do do	0 50	0 50	0 50
Thos. Wheeler.....	do do	0 50	.....	.....
Chas. Easty.....	do do	0 50	.....	.....
Benj. Waugh.....	do do	1 00	1 00	1 00
George Gill.....	do do	1 00	1 00	.....
Norman Hallet.....	do do	0 50	.....	.....
J. W. Smith.....	do do	.....	0 50	.....
Robt. Float.....	do do	.....	0 50	.....

SCHEDULE of Licenses to fish for Salmon in the Rivers or portions of Rivers, in New Brunswick—*Continued.*

Name of Licensees.	Locality.	License Fees.		
		1879.	1880.	1881.
		\$ cts.	\$ cts.	\$ cts.
Chas. McKeen	St. John River, Co. York, N. B.		1 00	
Wm. Grant	do		1 00	0 50
J. B. Sutherland	do			0 50
J. Dunphy	do			0 50
H. Wheeler	do			0 50
John McIntosh	do			0 50
D. C. Parent	do	0 50	0 50	
S. W. Parent	do	0 50	0 50	
D. A. Easty	do	0 50	0 50	
Ira Ingraham	do	0 50	0 50	0 50
J. W. Dunham	do	0 50		
E. Grant	do	0 50	0 50	0 50
Jno. Hazelton	do	0 50		
B. A. Everett	do	0 50	0 50	0 50
George Good	do	0 50		
B. S. Long	do	0 50	0 50	0 50
Jno. Fero	do	0 50	0 50	0 50
E. C. Lunt	do	0 50		0 50
Peter Masten	do	0 50	0 50	0 50
George McKay	do	0 50		0 50
S. P. Grant	do	0 50		
J. W. Way	do	0 50		
Chas. Masten	do	0 50		
George Ketch	do	0 50	0 50	
Jas. G. Moore	do	0 50	0 50	
Alfred Brown	do	0 50	0 50	
Alex. Munroe	do	0 50		
Israel Stairs	do	0 50		
George Miller	do	0 50	0 50	0 50
Jared Ingraham	do	0 50		
Albert Atherton	do	0 50		
George Masten	do	0 50		
J. W. Lenentine	do	0 50	0 50	0 50
Chas. Grant	do	0 50		
N. Philips	do	0 50		
Abraham McKeen	do	0 50	0 50	0 50
Henry Lunt	do			
Edward Goodine	do	0 50		1 00
Thos. H. Perley	do	0 50	0 50	
Jas. Smith	do	0 50		
Nelson W. Brown	do		0 50	
R. D. Brooks	do		0 50	0 50
Michael Shaw	do		0 50	0 50
Moses Hillman	do		0 50	
Fred. Long	do		0 50	0 50
George Shaw	do		0 50	0 50
Geo. B. Hagermon	do		0 50	
J. Sinnet	do		0 50	
Samuel Gunter	do		0 50	0 50
Wm. Sinnet	do		0 50	0 50
Robt. Anderson	do		1 00	2 00
Jan. Currier	do		0 50	0 50
Moses Dimond	do		1 00	1 00
Wm. Easty	do			0 50
Wentworth McKeen	do			0 50
F. McKeen	do			0 50
Robt. Sloat	do			0 50
John Sloat	do			0 50
J. B. Greves	do			0 50
Davis Burt	do			0 50
Frank Long	do			0 50

SCHEDULE of Licenses to Fish for Salmon in the Rivers or portions of Rivers, in New Brunswick—*Concluded.*

Name of Licensees.	Locality.	License Fees.		
		1879.	1880.	1881.
		\$ cts.	\$ cts.	\$ cts.
Walter Riordien.....	St. John River, Co. Carleton, N.B....	0 50		
Dennis Riordien.....	do do	0 50	0 50	
Hugh Commons.....	do do	0 50		
Tiler Dibblee.....	do do	0 50		
Thos. Dayer.....	do do	0 50		
Robt. Thompson.....	do do	0 50		
Albert Orser.....	do do	0 50	0 50	0 50
Peter McDonald.....	do do	0 50		
Robt. Paget.....	do do	0 50	0 50	
C. W. Franklin.....	do do	0 50		
Ansel Franklin.....	do do	0 50	0 50	0 50
Dan. Watson.....	do do		0 50	0 50
Dan. Lovely.....	do do		0 50	
Moris Scott.....	do do		0 50	0 50
Abner Masten.....	do do		0 50	
Chas. Olts.....	do do		0 50	
Jas. B. Colwell.....	do do		0 50	
James Olts.....	do do		0 50	
Alex. C. Gibson.....	do do		0 50	
A. Sipperell.....	do do		0 50	
Geo. A. Bull.....	do do		0 50	
Alonzo Jackson.....	do do		0 50	
Jas. E. Nicholson.....	do do		0 50	
John Burnham.....	do do			0 50
Ansil Taylor.....	do do			0 50
Wm. Simmond.....	do do			0 50
Wm. Robertson.....	do do			0 50
Jas. M. Wright.....	do Co. Victoria, N.B....	0 50		
N. Demarchant.....	do do	0 50	0 50	1 00
Saml. A. Cameron.....	do do	0 50	0 50	
Chas. Lindsay.....	do do	0 50		
Jno. Wright.....	do do	0 50	0 50	1 00
Ed. Hopking.....	do do	0 50	0 50	
Geo. D. Darlee.....	do do	1 50	0 50	0 50
N. Malton.....	do do	1 50	1 50	2 00
Dan. Darlee.....	do do	0 50		
A. D. Olmsted.....	do do		0 50	
Frank J. France.....	do do		0 50	0 50
George Street.....	do do		0 50	
Wm. Kelburn.....	do do			0 50
John McCluskey.....	do do			0 50
Mrs. Stewart.....	do do			0 50

RETURN of Fishery Leases and Licenses of Rivers or portions of Rivers in the Provinces of Quebec and New Brunswick, in force on the 1st March, 1882, issued by the Department of Marine and Fisheries under the Provisions of the Fisheries Act of 1868.

Names of Lessees.	Locality.	Date of Issue.	Period Granted.	Amount Paid.
	PROVINCE OF NEW BRUNSWICK.			\$ cts.
W. Nicholson	Nepissiquit River.....	Jan. 1, '74	Nine years	300 00
V. H. Thorne.....	Jacquet River.....	do '81	do	50 00
J. A. Robertson	South-West Mirimichi River.....	Oct. 21, '73	do	50 00
	PROVINCE OF QUEBEC AND NEW BRUNSWICK.			
Ristigouche Salmon Club	That part of Ristigouche River, Division No. 1, from Tide Head to Matapédia River.	Jan. 1, '81	do	200 00
do	That part of Ristigouche River, Division No. 2, from Matapédia River to Upsalquitch...	do '80	do	300 00
Dean Sage	That part of Ristigouche River, Division No. 3, from Upsalquitch River to Deeside.....	do '81	do	300 00
Ristigouche Salmon Club	Ristigouche River from lots 2 and 3 to lots 5, 6 and 7 Portage Road Range	do '81	do	30 00
J. B. Angus	That part of Ristigouche River, Division No. 5, from Lot 6, Portage Road Range, to Toad Brook.....	do '81	do	180 00
Ristigouche Salmon Club	That part of Ristigouche River, Division No. 6, from Toad Brook to Lot No. 21, above Red Pine Brook.....	do '81	do	320 00
Harvey Jewell.....	That part of Ristigouche River, Division No. 7, from Lots 20 and 21 to Lots 32 and 33, of Patapédia Range.....	do '81	do	100 00
Stanford Fleming.....	That part of Ristigouche River between Lots 32 and 33 and Lots 59 and 60 of the 3rd Range, Patapédia Division, No. 8.....	do '81	do	100 00
Geo. M. Clarke	That part of Ristigouche River, Division No. 9, between Lots 59 and 60 in the 3rd range, Patapédia and Lot, 15 of the S.E. Range of Patapédia.....	do '81	do	100 00

STATEMENT of Fishery Leases or Licenses expired or cancelled in the Province of New Brunswick with the amount of rent paid thereon.

Names of Lessees.	Locality.	Period Granted.	Amount of Rents paid.	Remarks.
			\$ cts.	
Mr Hugh Allan.....	Upsalquitch River	Seven y'rs	20 00	Expired 31st Dec. 1880.
J. A. Robertson.....	South-West Miramichi.....	Nine years	50 00	do 20th Oct., 1882.
W. Nicholson	Nipissiquit River.....	do	300 00	do 31st Dec., 1882.
V. H. Thorne.....	Jacquet River.....	do	50 00	Abandoned.

RETURN

(37b)

To an ORDER of the HOUSE OF COMMONS, dated 6th March, 1883;—For a Return of the Instructions issued to the Inspector and other Officers of the Fisheries, as to the enforcement of the Order in Council of June 11th, 1879, whereby Fishing for Salmon in the Dominion of Canada, excepting under the authority of lease or license from the Department of Marine and Fisheries, was prohibited, the number of Seizures and Informations laid before Justices of the Peace against parties fishing without such lease or license; the number of Convictions obtained; also, a Statement of Suits brought against Fishery Officers for Trespass and Assault in endeavoring to enforce the said Order in Council, and the amount of Damages (if any) recovered in each case.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
2nd May, 1883.

Acting Secretary of State.

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" " "

" " "

" W. H. Venning, "

" " "

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" " "

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" " "

" " "

" W. H. Venning, "

" " "

" " "

" " "

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Extract from "The Canada Gazette" of Saturday, the 14th day of June, 1879.

ORDER IN COUNCIL.

GOVERNMENT HOUSE, OTTAWA, Wednesday, 11th day of June, 1879.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

On the recommendation of the Honorable the Minister of Marine and Fisheries and under the provisions of the 19th section of the Act passed in the Session of the Parliament of Canada held in the 31st year of Her Majesty's reign, chaptered 60, and intituled: "An Act for the regulation of Fishing and protection of Fisheries,"—

His Excellency, by and with the advice of the Queen's Privy Council for Canada has been pleased to order, and it is hereby ordered, that the following Fishery Regulation be, and the same is hereby made and adopted:

"Fishing for salmon in the Dominion of Canada, excepting under the authority of leases or licenses from the Department of Marine and Fisheries, is hereby prohibited."

W. A. HIMSWORTH, *Clerk Privy Council.*

Extract from "The Canada Gazette" of Saturday, the 14th day of June, 1879.

ORDER IN COUNCIL.

GOVERNMENT HOUSE, OTTAWA, Wednesday, 11th day of June, 1879.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

On the recommendation of the Honorable Minister of Marine and Fisheries, and under the provisions of the 19th section of the Act passed in the Session of the Parliament of Canada held in the 31st year of Her Majesty's reign, chaptered 60, and intituled; "An Act for the regulation of Fishing and protection of Fisheries,"—

His Excellency, by and with the advice of the Queen's Privy Council for Canada, has been pleased to order, and it is hereby ordered, that the Order in Council of 27th August, 1877, setting apart the upper waters of the River Restigouche, in the Province of New Brunswick, for the natural and artificial propagation of fish, be and the same is hereby rescinded, and that the following fishery regulation be and the same is hereby substituted in lieu thereof:

"The upper waters of the River Restigouche, extending from and including the place called 'Jimmy's Hole' to and including the tributaries and sources of the same in the Counties of Restigouche and Victoria, in the Province of New Brunswick, are hereby set apart for the natural and artificial propagation of fish."

W. A. HIMSWORTH, *Clerk Privy Council.*

DEPARTMENT MARINE AND FISHERIES,

FISHERIES BRANCH, OTTAWA, 16th June, 1879.

SIR,—Accompanying the present circular are copies of an Order in Council, adopted on the 11th instant, which prohibits fishing for salmon, excepting under the authority of leases or licenses from this Department. Over leaf also find extracts from several annual Reports made to the Minister on the subject of extending this portion of the leasing and licensing system, so long and beneficially existing in the Provinces of Quebec and Ontario, and partially in New Brunswick, to the Maritime Provinces generally. In accordance with the suggestions made in these Reports, the practical application of the present regulation will be preceded by careful inquiry into the circumstances of each case, and with the fullest consideration of any preferential claims existing on the part of applicants for leases or licenses. Until such inquiries are completed no rents or license fees will necessarily be exacted, but to entitle any person to fish for salmon a lease or license must be applied for and obtained. Where any persons already occupy fishing stations, or use fishery privileges, under leases or licenses issued by virtue of the Fisheries Act (31 Vic., ch. 60,) no further rents or fees will be charged during the continuance of such title, and no additional authority is necessary to render the fishing specified therein lawful.

Should, however, any other person not duly provided with leases or licenses, as required by this regulation, fish, or attempt to fish, for salmon contrary to the forbidding of the lease or license, or in contempt of warning by any fishery officer, or fishery guardian, you will proceed summarily against such person or persons, and convict and fine each, either on your own view, as empowered by the Statute, or on the testimony of any credible witness, for the offence of fishing without lease or license, as required by the present regulation. Also, seize forthwith the fishing implements so illegally used, and any salmon so unlawfully caught, and confiscate them as the law directs. This proceeding you will continue or repeat, if necessary, day by day, according to the Statute, should the offence be continued or repeated.

Report particulars in each instance to this office as soon as convenient.

W. F. WHITCHER, *Commissioner of Fisheries.*

EXTRACTS from the Annual Reports of the Commissioner of Fisheries on the subject of the Extension of the Leasing and Licensing system.

1873.

During the last Session of Parliament a promise was elicited from your predecessor to assimilate the practice regarding the occupation of certain fishery privileges in the different Provinces of the Dominion.

The undersigned was desired to report on the subject, and after considering all of the circumstances, it is respectfully suggested that the system of leasing and licensing fishery privileges under the Fisheries Act, already introduced in the Provinces of Nova Scotia and New Brunswick, be now further extended conformably with the practice existing in the Provinces of Ontario and Quebec.

In these Provinces the system has been brought gradually into operation since the year 1856. It is confined almost conclusively to salmon and sea-trout fishery in Quebec, and to white fish and salmon-trout fishery in Ontario. There is still open a large field for its extension, without encroaching on the deep sea fisheries for cod, halibut, mackerel, herring and other scale fishes.

At the date of Confederation a similar principle existed in Nova Scotia and New Brunswick, but was limited in its application to very few instances. The Provincial Government of Nova Scotia had issued one lease of oyster beds; and the Government of New Brunswick had granted one lease of salmon fishery, at nominal rents. Besides these dues on leases, a small tax on salmon nets was payable to the municipal authorities; and under an Imperial grant of fishery rights in St. John Harbor, the civic corporation rented fishing berths to the local fishermen by lottery, realizing about \$2,500 per annum. Also, fishery rents of \$598.78 per annum were paid by the salmon

fishers on the Naval Reserve at Portage Island, N. B., under the title of fishing "lots" from the Admiralty, which rents were applied to local purposes. Since Confederation some special licenses for trap-nets were issued in Nova Scotia, and in New Brunswick several season licenses for salmon fishing with nets, and a few leases for salmon angling have been granted.

The Fisheries Act evidently contemplates the system of granting titles for fishing privileges as a basis of administration. Certain of its provisions are predicated on the supposition that leasing and licensing would become general, providing always for necessary exceptions as to legal titles, prior occupancy and preferential claims.

It is unnecessary, after several years of its beneficial operation, even though but partially carried out, to explain at length its advantages. Primarily, it systematizes the fishing business, and is auxiliary to protective measures for preserving and increasing the fisheries, and it also induces private expenditure both in guarding and improving the streams, which outlay would otherwise require to be defrayed from public funds. Secondly, it promotes investment of capital, and gives permanence and security to fishing industries, enhancing the value of fishing privileges to both individual fishermen and the public, which hitherto had but a fitful existence, and were fast becoming altogether unproductive. Revenue is only an incidental and not a main object.

There were reasons of state for not superseding the Provincial Fishery Laws in Nova Scotia and New Brunswick by Dominion legislation when the Maritime Provinces were confederated. Like reasons have since prevented anything further being done beyond merely introducing the leasing and licensing principle into the Provinces in a few instances where precedents had been set by the Provincial Governments. This Department essayed on two occasions to advance another step, but made no progress. Reference is requested to reports to the Governor General in Council, dated 22nd December, 1869, and 27th January, 1870.

Legislation is not required; no assimilation of laws is requisite. All that is necessary is, by Departmental action, to proceed with leasing and licensing fishing stations in those Provinces just as has been done in Ontario and Quebec. But as the matter has been considered in the light of a "policy," it may be deemed advisable to confirm the proposed action by an Order in Council, in the form of a Fishery Regulation, prohibiting such kinds of fishing as it is intended to lease or license, except under authority of leases or licenses. This is the same course as was pursued in Ontario and Quebec.

It may be advisable to act first on the numerous applications which are filed, and in other instances where no adverse circumstances or conflicting demands exist. Attention should be directed to carrying out this system with every regard for the obvious desirability of enlisting the sympathies of the public and promoting the true interests of the fishermen. There should be a thorough examination into each case, and the greatest public care and precaution should be observed in order to avoid doing violence to the prejudices, or injury to the position and interests of persons affected thereby. Scrupulous regard will require to be paid to priority of occupation and recognized uses. A careful distinction must be observed between the deep-sea and inland, and the estuary and river fishings. These latter should alone in the humble opinion, be subjected (for the present at least), to the system of occupation under lease or license.

The undersigned considers it undesirable to anticipate the production of direct revenue from fishery rentals, the rates of which are for the most part nominal. A system of regulation and economic use of fishing privileges under titles may be more profitably adapted as an auxiliary to protection of inland fisheries, and to enhance their productive value. It is not improbable, however, that in due course of time sufficient funds may be derived to render the service self-sustaining.

1874.

In last year's Report occasion was taken to repeat former recommendations on the subject of extending, in Nova Scotia and New Brunswick, the system of letting

fishery privileges, which is now generally adopted throughout the Provinces of Ontario and Quebec. It has been already introduced into those Provinces with beneficial effect, and, as well by increasing the numbers of licensed trap-nets, at higher license fees in Nova Scotia, and rating and licensing at uniform rates the salmon fishery stations on the New Brunswick side of the Restigouche, such suggestions have been partially adopted.

1875.

It will be recollected that, in accordance with the policy of this Department in the past, the undersigned has persistently urged the further extension of this system to New Brunswick and Nova Scotia. The reason why it should be done, and the circumstances which render the present an opportune occasion to establish some kind of uniformity in the system of controlling these fishing privileges under the Fisheries Act, are so fully set forth in my previous Reports, that it appears most convenient to refer attention to them again.

Besides securing fishermen in the exclusive enjoyment of certain fishing privileges and obviating all disputes, the plan of leasing or licensing enables us to dispense with the numberless and cumbrous regulations which at present exist, as conditions could be embodied in the leases or licences equivalent to prohibitory or directory regulations. This is by no means one of its least advantages. There seems to have got abroad an erroneous idea that the adoption of this system means interfering with the actual occupants of fishing stations. It means no such thing; but, on the contrary, it is meant thus to render permanent the holdings which at present may be questionable, and at best are only temporary.

(Strictly Confidential.)

FISHERIES DEPARTMENT, OTTAWA, 16th June, 1879.

SIR,—The Order in Council herewith, qualified by special instructions in the form of a circular, is expressly worded in general terms as applied to the whole Dominion. This is done in preference to specifying the Provinces of Nova Scotia, New Brunswick, Prince Edward Island and British Columbia, when it would be unnecessary to name Quebec and Ontario, where the system now extended has existed for several years past. The present regulation simplifies matters by making a uniform law. There are particular reasons, also, for applying the leasing and licensing system as a uniform regulation to parts of New Brunswick in which netting for salmon is not practised under the plan of licensing nets and rating the fee on their measurement. Hitherto there has been no other regulation of salmon angling except that embodied in the existence of exclusive leases of fixed limits on certain rivers, although salmon angling privileges have been leased in the Province of Quebec ever since 1858, and leases and licenses have always been required for salmon fishing, both with nets and angling, from which considerable rentals have been derived. These rents have not been rated or levied for revenue purposes, and they are applied towards protecting and improving fisheries, forming, however, a comparatively small proportion of the amount of public money expended in preserving and increasing the fisheries. The Fishery Laws have always contemplated the prevalence of such a system as being an important auxiliary to regulation and management. Its existence enables this Department and the Fisheries staff to dispense with many of the local regulations and peculiar restrictions which in course of time become inadequate and cumbersome. Also to define and defend the respective fishing places used by fishermen where confusion and intrusion must otherwise occur. The fact that no definite mode of settling disputes has hitherto existed where this system was not enforced, has prevented inquiries being made as to the best practical mode of applying it. It is, therefore, necessary at present, in most instances, or where no contrary instructions obtain, to consider it as somewhat theoretically rather than practically to be enforced. Probably it will take some time for parties interested to become accustomed to the taking out of leases and licenses and to be

reconciled to any little inconvenience that may seem to attend this restriction; but the most formidable obstacle to overcome in reconciling them to it, will be the apprehension that it involves a burdensome charge in the pursuit of salmon fishing. The utmost care and patience will be required in commending the system to popular acceptance and public sympathy, in the various fishing communities affected by it. The Minister relies on your judgment and discretion to avoid creating or increasing any prejudice that may prevail in respect of its extension. It is for the purpose of making you privately acquainted with such desire that the present confidential instructions are written. The Department does not wish to occasion inconvenience to salmon fishermen by insisting on licenses pending inquiry in each district, and into individual instances. Whenever the leasing or licensing system shall be wholly in force, it is probable the fees charged will be nominal, sometime at least. In every instance where leases or licenses already exist there will be no occasion to issue a separate one under this regulation; but in the case of persons attempting to fish in contravention thereof, and on pretence of some other authority, the terms of the Order in Council must be rigidly enforced.

I am, Sir, your obedient servant,

W. F. WHITCHER, *Commissioner of Fisheries*, per S.P.B.

W. H. VENNING, Esq., St. John, N.B.

W. H. ROGERS, Esq., Amherst, N.S.

J. H. DUVAR, Esq., Alberton, P.E.I.

FISHERIES DEPARTMENT, OTTAWA, 17th June, 1879.

SIR,—Please find herewith a book of salmon angling permits to be used, if necessary. Please be careful to whom and for where they are issued, so that no leased or licensed places can be intruded on under cover of same.

I am, Sir, your obedient servant,

W. F. WHITCHER, *For Minister M. & F.*

Per S. P. BAUSET.

W. H. VENNING, Esq., St. John, N.B.

J. MOWAT, Esq., Matapedia, Quebec.

MARINE AND FISHERIES DEPARTMENT, OTTAWA, 8th July, 1879.

SIR,—I handed the Deputy Minister of Justice your memorandum on the question of riparian rights in connection with the fishing for salmon, and had some conversation with him on the subject. He and I agree that if the riparians have the exclusive right to fish and own the fish in the water opposite their lands, and if this be a civil right not liable to be controlled by the Dominion Parliament, we cannot prescribe a mode by which they shall or shall not catch the fish.

He, however, repudiates the idea of the uncaught fish in and running up the streams, as belonging exclusively to the owner of the land through which the stream runs. If so, the ownership of the fish would change as they crossed each line of boundary.

He thinks that the Parliament of Canada has the legislative authority to deal with the subject of fishing generally, whether in tidal or non-tidal rivers, and against the riparian owners as well as all others.

The present Order in Council which was passed under the express words of the Act, and which is by the Act declared to be of the same force and effect as if part of the Act itself, prohibits the fishing for salmon except under the authority of leases or licenses, and it appears to me that the better way to test this question would be for a Fishery Officer to take proceedings against the first riparian caught fishing salmon without a license, who claims the right.

I am, Sir, your obedient servant,

J. C. POPE, *Minister Marine and Fisheries.*

W. H. VENNING, Esq., Inspector of Fisheries, St. John, N.B.

FISHERIES DEPARTMENT, OTTAWA, 7th July, 1879.

SIR,—Referring to conversations had with you last season, in which was discussed the matter of allowing settlers on the rivers in your division, certain netting privileges under formal licenses to be issued by the Department, instead of the informal "permits" formerly granted over your own signature, and at your personal option, these licenses to specify the times and places, and exact nature and extent of netting and the quantity of salmon allowed to be caught under each, occasion is taken to remind you that you were desired to report the particulars in every case, so that proper licenses might be issued accordingly and furnished to you for countersignature and delivery, and subsequent supervision. I am to ask what you have done this season in conformity with those directions, as it appears that some of the same difficulties hitherto existing, and causing dissatisfaction, still exist. Also occasion is taken to remind you of views expressed regarding the placing of such licensed nets on certain other pools where angling is practised, and the desirability of preferring that licensees should catch the authorized number allowed by their licenses in the most convenient and expeditious way lawful. This, it was thought, would obviate all reasonable complaints, and would admit of the fish being caught under the immediate supervision of a Fishery Officer, who would, therefore, knowing that the license holder had enjoyed the full and fair benefit of any privilege accorded to him by the Department, feel justified in dealing most promptly and rigorously with any abuse of the privilege or any infringement of the Fishery Laws and regulations, or other necessary directions. Respecting the use of nets at or near angling pools, on leased limits, the principal objections would arise from the lessees' desire to preserve the pools for the exercise of his own privileges, which consideration deserves respect; but where the lessee assents in writing to any different arrangement, there cannot prevail any serious cause of which I am at present aware why the same should not be carried out. If you know of any, which may have escaped my memory, although mentioned or even omitted in our discussion, you will please state it explicitly. If any settler applies to you for a license you will report his application to this office, accompanied by a statement of the grounds on which he founds his request, and of your own reasons for recommending or objecting to it.

It has been the practice for lessees to allow unlimited angling on their divisions, some free, and some with an indirect remuneration which does not form any part of the rental. This fashion is objectionable in many respects, and does not conform to the terms of the leases. In future it will be necessary for the lessees to obtain the sanction of this Department to any transfer whatever, temporary or otherwise, free or speculative, of the privileges under lease to themselves, and each person so using them will require to be furnished with a regular license from the Department to be countersigned and delivered by you. No other fishing will be legal, and no merely verbal permission from the lessee, or through you, can be recognized. The names of persons, times and places of fishing to be specified in the licenses.

Please report from time to time what has been done in conformity with these directions.

I am, Sir, your obedient servant,

W. F. WHITCHER, *for Minister Marine and Fisheries.*

JOHN MOWAT, Esq., Dee Side, Matapedia, Quebec.

FISHERIES DEPARTMENT, OTTAWA, 30th July, 1879.

SIR,—Referring to the papers enclosed in your letter of the 25th instant, I am to inform you that the Department of Justice will instruct counsel to support the conviction against Mr. Spurr, and Mr. Hickson will be informed with whom to communicate.

I am, Sir, your obedient servant,

W. F. WHITCHER, *Commissioner of Fisheries.*

J. H. VENNING, Esq., St. John, N.B.

FISHERIES DEPARTMENT, OTTAWA, 30th July, 1879.

SIR,—In the telegram to you, dated 16th June last, the five concluding words were inadvertently added. Please cancel the same and read the despatch as follows:—

“An Order in Council was passed on 11th instant (copies by mail) prohibiting fishing for salmon in Dominion without leases or licenses from this Department. No one but yourself holds a lease or license to fish in the Nepisiquit within the limits described in your lease. Please refer to Fisheries Act for procedure to punish persons fishing without a license.”

I am, Sir, your obedient servant,

W. F. WHITCHER, *Commissioner of Fisheries.*

J. W. NICHOLSON, Esq., St. John, N.B.

FISHERIES DEPARTMENT, OTTAWA, 30th July, 1879.

SIR,—I am to request that instructions be given to counsel to support the conviction in the case of *Queen vs. Spurr*, named in the accompanying papers.

Overseer Hickson will be directed to communicate with your nominee, on the name and address being notified to this office.

I have the honor to be, Sir, your obedient servant,

W. F. WHITCHER, *for Minister Marine and Fisheries.*

Z. A. LASH, Deputy Minister of Justice.

FISHERIES DEPARTMENT, OTTAWA, 18th June, 1880.

SIR,—The Minister says that no person must be allowed to angle on the “Rough Waters” division of the Nepisiquit River except under license as usual.

I am, Sir, your obedient servant,

W. F. WHITCHER, *for Minister Marine and Fisheries.*

W. H. VENNING, Esq., St. John, N.B.

FISHERIES DEPARTMENT, OTTAWA, 17th June, 1880.

SIR,—Several persons having applied for permission to fish in the Kedgewick which requests have been refused, the Minister desires me to caution you not to permit any person to fish in that river without license from this Department.

I am, Sir, your obedient servant,

W. F. WHITCHER, *for Minister Marine and Fisheries.*

JOHN MOWAT, Esq., Dee Side, Quebec.

Riparian Claims.

DEPARTMENT MARINE AND FISHERIES, OTTAWA, 20th May, 1881.

SIR,—Enquiry having been made by certain of the fishery officers in the Provinces of Quebec and New Brunswick for instructions how to act in the event of persons fishing for salmon on vacant or occupied fishery limits, beyond tidal waters under titles to riparian lands derived from the Provincial Governments, or by purchases and leases from grantees and “squatters,” which are assumed to convey exclusive fishing privileges, the Minister desires me to instruct you as follows:—

Owing to the illness and absence of one of the Judges of the Supreme Court of Canada the special case appealed from the Exchequer Court, in *re the Queen (Defendant) Appellant, and Christian A. Robertson (Suppliant) Respondent*, which was inscribed for hearing at the last sitting of the Supreme Court, could not be heard and determined, and cannot now be tried before the next October term. Meantime your attention is called to the Order in Council of the 11th June, 1879, which reads thus:—

"Fishing for salmon in the Dominion of Canada, excepting under the authority of leases or licenses from the Department of Marine and Fisheries, is hereby prohibited."

This regulation was passed under the provisions of the nineteenth section of the Fisheries Act, 31 Vic., ch. 60, any doubts with respect to the legality of which are set at rest by the judgment of the Court of Exchequer in the case above mentioned. Therefore, all persons unlawfully fishing without a lease or license, as required under the Statute, will be liable to interruption and fine, together with the seizure and forfeiture of fishing materials, boats, &c., so used, and of salmon so illegally caught.

An official copy of the said Order in Council is herewith, which regulation forms part of the Fisheries Act, and can be produced as authority in legal proceedings according to the Act 44 Vic., cap. 28, section 1, sub-section 2.

This special instruction you will in every case enforce with due formality, but with promptness and vigor. Should additional assistance be at any time necessary, you are hereby authorized to employ the requisite help in enforcing the law. If extra fishery officers invested with magisterial authority are urgently needed the Minister will appoint them.

When you have good reason to believe that any offending person who it may be your duty to accost or molest, is acting in ignorance of the Statute, or under *bond fide* misapprehension of the nature of his supposed "right," and such person shall voluntarily and immediately desist, you may exercise your own discretion, in view of the facts, about summarily proceeding against him for the penalty or depriving him of fishing implements; but if you decide not to proceed, you should however enter the name in your journal, with date and circumstance, and report the same to this office.

Your particular attention is called to official instructions of 1st July, 1876, respecting "Convictions on view;" and likewise to the necessity for care and accuracy in the issue of any process that may be required.

I am, Sir, your obedient servant,

W. F. WHITCHER, *Commissioner of Fisheries.*

To Fishery Officer

FISHERIES DEPARTMENT, OTTAWA, 1st April, 1881.

SIR,—Having submitted to the Minister your communication of 25th ultimo, in which you state that certain settlers on the Restigouche River, below Matapedia, sold their netting permits to the Restigouche Salmon Club last season, he remarks that, far from seeing any objection to this practice, he considers that it should rather be encouraged than otherwise. The object being to reduce the number of nets set in the river, it is obviously better to accomplish it by allowing strangers to pay for the withdrawal, and thus give holders of licenses some compensation for not fishing, than to stop them arbitrarily. However, for purposes of greater protection, the Minister directs that no licenses will be issued this season for net fishing in the lower portion of the River Restigouche and its tributaries.

Please inform interested parties accordingly.

I am, Sir, your obedient servant,

S. P. BAUSET, *for Commissioner of Fisheries.*

JOHN MOWAT, Esq., Dee Side, Matapedia, Quebec.

FISHERIES DEPARTMENT, OTTAWA, 30th May, 1881.

SIR,—The Minister has granted a complimentary permit to Major T. B. Ferguson, of the United States Fishery Commission, and friend, for ten days' angling at the "Rough Waters," Nepisiquit River.

I am, Sir, your obedient servant,

W. F. WHITCHER, *Commissioner of Fisheries.*

JAMES HICKSON, Esq., Bathurst, N.B.

FISHERIES DEPARTMENT, OTTAWA, 30th May, 1881.

SIR,—The Minister has granted a complimentary permit to Major T. B. Ferguson of the United States Fishery Commission, and friend, for ten days' angling on the Miramichi River.

I am, Sir, your obedient servant,

W. F. WHITCHER, *Commissioner of Fisheries.*

WM. WYSE, Esq., Fishery Overseer, Chatham, N.B.

FISHERIES DEPARTMENT, OTTAWA, 30th May, 1881.

SIR,—The Minister has granted a complimentary permit to Major T. B. Ferguson of the United States Fishery Commission, and friend, for ten days' angling on the Miramichi River.

I am, Sir, your obedient servant,

W. F. WHITCHER, *Commissioner of Fisheries.*

JOHN HOGAN, Esq., Newcastle, N.B.

FISHERIES DEPARTMENT, OTTAWA, 30th May, 1881.

SIR,—The Minister has granted a complimentary permit to Honorable Senator Edmunds (United States), and friend, for ten days' angling in the reserved river Kedgewick.

I am, Sir, your obedient servant,

W. F. WHITCHER, *Commissioner of Fisheries.*

JOHN MOWAT, Esq., Dee Side, Matapedia, P.Q.

FISHERIES DEPARTMENT, OTTAWA, 15th June, 1881.

SIR,—Please read the enclosed copy of report, by Inspector Venning, of the case of McDonald, reported by your letter of 12th instant, and the copy of answer thereto, and explain the discrepancy between your version of the cause of dismissal of said case and that given by Mr. Venning. It is important to understand the matter clearly, as the Inspector has evidently no sympathy with the instructions which the Department has found it necessary to give, which circumstance might of itself be the cause of miscarriage.

I am, Sir, your obedient servant,

W. F. WHITCHER, *Commissioner of Fisheries.*

JOHN MOWAT, Esq., Dee Side, Matapedia, P.Q.

FISHERIES DEPARTMENT, OTTAWA, 15th June, 1881.

Your letter of 12th instant states that Justice Mott refused "to admit the validity of extract from *Gazette*, until the *Gazette* itself was produced;" and thereupon dismissed the complaint against McDonald for illegal fishing for salmon without a license. What does this mean? The circular of 20th ultimo, refers you to a copy of the Order in Council of 11th June, 1879, which accompanied it and was embodied in it. The Act 44 Vic., ch. 28 (copy enclosed) provides, as stated in circular for proof of regulation being made without producing the full *Gazette*. Did you call Justice Mott's attention to this? Of course you must be aware that an official circular is no authority in any other Court, being simply a direction to the officers of this Department, who are governed thereby as well in their capacity of Fishery Officers, as in their *ex officio* capacity as Magistrates. See Sec. 1, Fisheries Act. It is proper to use the circular as a notice to all persons concerned; but not in any sense as a direction to the Magistracy. Please make this explanation to Justice Mott on the first opportunity. Probably, as you observe, much feeling and misapprehension exist in the Province of New Brunswick in relation to this riparian dispute, but there is no reason to believe that Judges or Magistrates are unduly influenced. There being two judgments of the Provincial Courts on this subject

unded mainly on the alleged invalidity of the Dominion Fisheries Act, so far as respects river fisheries, and the judgment of the Exchequer Court of Canada which firms the power of the Dominion Government under the Fisheries Act, to control these fishing rights and to forbid all fishing except in accordance with the Statute, being still under appeal to the Supreme Court; it is natural that some uncertainty could prevail. This Department, however, necessarily acts upon the latest and most authoritative decision, until the matter is finally settled by judgment of the highest tribunal, being so advised by the law officers of the Government.

That final decision, when rendered, must of course be respected; and the river fisheries which may possibly be affected by riparian claims, will be dealt with in a spirit of justice and equity. It should conduce to the just and equitable settlement of all legal claims on the part of riparians that the law as it stands, and as this Department is bound to enforce it, shall be respected without forcing immediate results of an expensive and vexatious nature, which in any event cannot favorably influence the adjustment of differences concerning fishery privileges between the Crown and the occupants of lands to the ownership of which preferential claims may not attach by virtue of original grants.

This, however, you may regard as for the present determined, that unlicensed fishing will be prosecuted with the utmost rigor of the law.

I am, Sir, your obedient servant,

W. F. WHITCHER, *Commissioner of Fisheries.*

MOWAT, Esq., Dea Side.

FISHERIES DEPARTMENT, OTTAWA, 15th June, 1881.

SIR,—In answer to the enquiry contained in your letter of 13th inst., it is only necessary to state that the instructions given by the Minister were given on the advice of the Law Officers of the Crown; the responsibility of neglecting them because you think that "no useful or practical end" will be served, devolves entirely on yourself.

I am, Sir, your obedient servant,

W. F. WHITCHER, *Commissioner of Fisheries.*

H. VENNING, Esq., St. John, N.B.

FISHERIES DEPARTMENT, OTTAWA, 15th June, 1881.

SIR,—Your telegram on behalf of Mr. Spurr, has been submitted to the acting Minister who thinks the proper course is for the party to make application to this Department, setting forth the grounds of his claim to license and the limits, also referring to titles on which his claim is based. The application should specify what license fee the applicant offers.

I am, Sir, your obedient servant,

W. F. WHITCHER, *Commissioner of Fisheries.*

H. VENNING, Esq., St. John, N.B.

FISHERIES DEPARTMENT, OTTAWA, 17th June, 1881.

SIR,—In answer to your telegram of to-day's date, you will please find herewith a copy of the *Canada Gazette* containing the Fishery Regulations of 11th June, 1879, prohibiting fishing for salmon in the Dominion of Canada, except under lease or license from this Department; also the original order issued by the Minister of Marine and Fisheries, on the 2nd June, 1874, defining the boundaries of estuary fishing in the Saginaw River, which please take great care of, and return here when done with.

For purposes of accuracy as well as in order to save unnecessarily large expenses, it seems advisable that you should telegraph as little as possible, and only on urgent and pressing matters. Mail communications between Matapedia and the seat of Government are sufficiently prompt to answer most all purposes, and the concision

which is necessary in telegraphic despatches renders them unsuited for such delicate matters requiring full and complete knowledge of details.

I am, Sir, your obedient servant,

W. F. WHITCHER, *Commissioner of Fisheries.*

JOHN MOWAT, Esq., Dee Side, Matapedia, P.Q.

FISHERIES DEPARTMENT, OTTAWA, 18th June, 1881.

SIR,—If the version given by Inspector Venning, of the case tried again McDonald before Justice Mott, is correct, it follows that the defendant was not even required to prove his plea in defence, or to produce any title whatever to the property on which he claims "riparian rights;" but the whole thing was taken for granted on the argument of defendant's counsel. It seems much more likely that a man of Justice Mott's ability and experience would, as your Report states, dismiss your complaint for alleged defect in proving the regulation, supposing him to have been unaware of the act legalizing the production of extracts from the *Gazette* in such cases under similar regulations. Otherwise, it would necessarily follow by dismissing the proceedings on the assumption or assertion that a defendant owned the land, where the offence laid had been committed, and had, therefore, a legal right to fish without complying with a provision of the Fisheries Act affecting license, that any assumed owner may fish in any manner or at any time he chooses, opposite what he calls his own land, in defiance of any other of the provisions of the same Statute. In fact, that there is no law now in force to regulate the exercise or restrain the abuse of the fishery privilege, I do not know that the contemplation of such a result would affect the minds of persons not directly interested in the river fisheries of New Brunswick; but it is not amiss to mention that it is in view of such a predicament, the consequences of which would not only be injurious to the interest of every riparian, but ruinous to the public interest also, that this Department adheres firmly to the course which fishery officers are instructed to adopt, notwithstanding that it may seem at the moment to be an arbitrary exercise of power conferred by the Legislature. Drifting and sweeping the pools day and night, spearing, barring the channels, killing fish by means of every conceivable device would, of course, ruin a river in one season, to the lasting injury of riparian owners and tideway fishermen alike, to say nothing of the fact that the property which some riparians might have acquired for the legitimate purpose of angling, or for reasonable netting, would be rendered utterly worthless. Could any decision that must inevitably expose private individuals and the public fishermen in the estuaries and on the coast to such serious consequences be founded on law and justice?

I am, Sir, your obedient servant,

W. F. WHITCHER, *Commissioner of Fisheries.*

JOHN MOWAT, Esq., Dee Side, P.Q.

FISHERIES DEPARTMENT, OTTAWA, 28th June, 1881.

SIR,—The bearer of this note, R. Mitchell, Esq., of Dorchester, New Brunswick, has received permission to angle for trout during the month of July, in Nouvelle River.

I am, Sir, your obedient servant,

S. P. BAUSET, *for Commissioner of Fisheries.*

JOHN MOWAT, Esq., Dee Side, Matapedia, P.Q.

FISHERIES DEPARTMENT, OTTAWA, 28th June, 1881.

SIR,—The bearer of this note, Le Baron Botsford, Esq., of Dorchester, New Brunswick, has received permission to angle for trout during the month of July, in Nouvelle River.

I am, Sir, your obedient servant,

S. P. BAUSET, *for Commissioner of Fisheries.*

JOHN MOWAT, Esq., Dee Side, Matapedia, P.Q.

FISHERIES DEPARTMENT, OTTAWA, 30th June, 1881.

SIR,—In compliance with your request, I enclose herewith a certified copy of the order of the Minister of Marine and Fisheries, dated 2nd June, 1874, defining the legal boundary for salmon net-fishing in the estuary of the Restigouche River.

I am, Sir, your obedient servant,

S. P. BAUSET, *for Commissioner of Fisheries.*

MOWAT, Esq., Dee Side, P.Q.

telegram.

OTTAWA, 11th July, 1881.

Acting Minister authorizes licenses to angle for salmon in North-West Miramichi any one you recommend as a fit and proper person. License will be a general one, conferring no right to fish in any particular place without consent of person (if any) having exclusive or prior right to fish in such place. Licenses are being printed and will be mailed to-morrow if possible.

S. P. BAUSET.

H. VENNING, St. John, N.B.

telegram.

OTTAWA, 12th July, 1881.

Acting Minister decides not to grant Spurr license to fish within limits leased to Nicholson. Pending decision on previous action, he also directs you not to engage in personal encounter with Spurr, but notify him to desist from fishing without a license, and on his refusing to comply, take the usual proceedings against him for penalties imposed by *Fisheries Act*, for breach of regulation made under it.

Acting Minister will be in St. John Saturday. See him.

S. P. BAUSET.

H. VENNING, St. John, N.B.

FISHERIES DEPARTMENT, OTTAWA, 13th July, 1881.

SIR,—Reverting to the telegram to you of 11th instant, you will please find herewith two books containing 100 blanks, special licenses for issue to applicants desiring to angle for salmon in the North West Miramichi River. A further supply will be sent, if needed, on application.

I am, Sir, your obedient servant,

S. P. BAUSET, *for Commissioner of Fisheries.*

H. VENNING, Esq., St. John, N.B.

FISHERIES DEPARTMENT, OTTAWA, 13th July, 1881.

SIR,—Unless you can procure a copy of the proceedings which led to the discharge of James Adams by Judge McCord, it is quite useless to refer the matter to the Deputy Minister of Justice.

If, as you state, Judge McCord liberated Adams, he must have done so on some grounds, and until the facts are known, it is inadvisable to take further action in the matter.

I am, Sir, your obedient servant,

S. P. BAUSET, *for Commissioner of Fisheries.*

JOHN MOWAT, Esq., Matapedia, P.Q.

FISHERIES DEPARTMENT, OTTAWA, 2nd August, 1881.

SIR,—The Acting Minister has granted a complimentary permit to F. W. Campbell, Esq., of Montreal, and party, to angle ten days in the "Rough Waters" of the Nepisiquit Rivers, from 10th to 20th August.

I am, Sir, your obedient servant,

S. P. BAUSET, *for Commissioner of Fisheries.*

R. JAMES HICKSON, Bathurst, N.B.

STATEMENT showing the number of seizures and convictions against parties fishing for Salmon without lease or license, as required by O.C. of 11th June, 1879, in the Province of New Brunswick.

Names of Parties prosecuted.	Nature of Offence.	By whom Confiscated.	Amount of Penalty.	Remarks.
Dunean McDonald.	Fishing for salmon without a license.	Nets seized by Jno. Mowat, Fishery Overseer.	\$ 20	Conviction quashed by Judge Mott, July, 1881.
James Adams.....	do ...	do ...	50 and costs	Committed to New Carlisle Jail, and released on order of Judge McCord for defective commitment.
J. De W. Spurr, Esq.	Angling for salmon without license.	Fishing rod seized by Insp. Venning	.....	Case dismissed by MacLauchlan, J.P., at Bathurst, 22nd Sept. 1881.
Hon. J. Steadman.	do ...	do ...	.....	Case dismissed by Justice Ingham, Fredericton, 14th July 1881.
E. Hanson, Esq.....	do ...	do ...	.....	Case dismissed by Justice MacLauchlan, Fredericton, 15th July, 1881.
J. H. Phair.	do ...	do ...	.....	do do

STATEMENT of suits brought against Fishery Officers for trespass and assault in enforcing the Order in Council of 11th June, 1879, with amount of damages recovered.

Name of Officer prosecuted.	By whom.	Nature of Offence.	Amount of damages recovered.	Remarks.
W. H. Venning	E. Phair.....	Trespass and seizure.	\$ 511	Tried at Fredericton Court, February, 1882.
W. H. Venning	Hon. J. Steadman.	do ...	3,000	Tried before Judge Wetmore at Fredericton, 25th July, 1882. Judgment appealed.
W. H. Venning	E. Hanson.	do ...	1,000	do do
W. H. Venning	J. De W. Spurr. {	Trespass Seizure	20 1,200 }	Tried by Judge Wetmore at Bathurst, in September, 1882. Judgment appealed.

CERTIFIED COPY

(37c)

Of a Report of the Honorable the Privy Council, approved by Your Excellency the Governor General in Council, on the 2nd May, 1883

On a Memorandum, dated 2nd May, 1883, from the Acting Minister of Marine and Fisheries, representing that the distribution of the Parliamentary appropriation of \$150,000 for fishing Bounties, on the scale authorized by Order in Council of 16th December last, will probably leave an available balance of at least \$50,000.

The Minister recommends doubling the payments to boats and men, on the same basis as provided for in the Order in Council above cited.

The Committee concur in the above recommendation, and submit the same for Your Excellency's approval.

JOHN J. MCGEE.

Hon. Minister Marine and Fisheries.

MEMORANDUM of *Bounty Claims paid and in process of payment under Order in Council*
14th December, 1882.

Vessels paid representing 5,968 tons @ \$2.....	\$11,936 00
Vessels claims fyled and in process of payment,	35,474 00
23,705 " "	\$47,410 00
Boats paid representing 11,226 men at \$2.50....	\$28,065 00
Boats claims fyled and in process of payment at \$2.50.	20,417 00
	\$48,482 00

Marine and Fisheries Department, 7th May, 1883.

RETURN

(37d)

an ORDER of the HOUSE OF COMMONS, dated 16th April, 1883;—For a Return of all Correspondence had from January 1st, 1877, to March 31st, 1883, between the Department of Marine and Fisheries at Ottawa, and the Inspector of Fisheries for the Province of New Brunswick, and of all Reports made to the Department by the said Inspector, in reference to the claim of ex-Overseer Amos Perley of Chatham, for services in connection with the Smelt Fishery of Miramichi, in the years 1876, 1877 and 1878.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
7th May, 1883.

Acting Secretary of State.

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 W. F. Whitcher to Hon. P. Mitchell.

CHATHAM, MIRAMICHI, 4th December, 1877.

SIR,—On the 28th November, according to instructions, I sent Mr. Venning my papers with the used and unused bass licenses as directed, fixing everything to date. On November 30th I received a letter from him and one copy of the diary with blank forms to fill up, charging me with exceeding my allowance by \$59, telling me that if I persisted in this what I would have to do. On receiving this I reduced all the charges to \$30, the allowance he speaks of leaving out the bill for smelt fishing service, the expenses of the Napan bass service with three men and a boat, and sent him two other copies, determined to lay the whole affair before Your Honor for a decision, and in so doing I will explain some things out of Mr. Venning's letter, and some things besides that may enable Your Honor to see things in their proper light. Last winter Mr. Venning told me to take charge of the smelt fishing on the Miramichi, and to go every day if it required it, and I would be paid for it.

Overseer Wyse told me to be sure and go every day, take your horse and keep everything in order, and you will be paid for it. And remembering that Mr. Venning told me that Overseer Wyse's word was law with the Government from Beaubien Island to Point Escuminac, I did as I was told.

This lump charge he objects to of \$30 for nineteen days, can be given day and date particularly if required, which will include a good many dark and stormy nights, the principal fishing was between three and four miles from where I live.

In the spring, Overseer Wyse insisted that I should go to Napan and look after bass fishing there, and hire men if required, and you will be paid for it. I was very willing to go there, as he was to look after the bass, but remembering the poor that Mr. Venning said he had, I went and done my duty, although I did not det

any illegal fishing and I have never heard of the Warden detecting any who was on the spot, as Mr. Venning says, and could have done all that was necessary.

In regard of Sunday fishing, I have always endeavored to do my best to put a stop to it, and, if it was practised this season, I have heard no complaints about it.

In the matter of bass illegally taken before the 1st October, Mr. Phillip H. Loggie's affidavit will explain that. I advised no illegal fishing, and I took no account of any illegal fish.

The \$3 per day that he speaks of was never objected to before that I was aware of.

The affidavit of Mr. John Blake will tell the distance to the farthest smelt-fishing tation, last winter, from where I live, and other matters connected with it.

The vouchers will show that I have arranged with the three men I hired.

The return of blank for fines and forfeitures has often been returned in the same manner. I had nothing to put in them.

I will now call Your Honor's attention to my "excessive charges for disbursements," for the year, as Mr. Venning calls it, and in so doing I will refer Your Honor to the Annual Report of Fisheries for 1875 and 1876. Report 1875, page 23, I received \$42; in Report 1876, page 32, I received \$53. These sums were paid when there was no smelt fishing in the district to attend to.

In the first copies of diary that I sent to Mr. Venning, the sum charged for the year is \$89. We will now take \$38 from that amount for smelt service; then we will take \$9 for service performed in Napan, in Overseer Wyse's district, which makes 47, which leaves \$42 of the \$89, the exact sum paid to me in 1875, and \$11 less than the amount paid to me in 1876, that amount being \$53, and no objection was made to the accounts.

I am not finding any fault with Mr. Venning for requiring vouchers, bills, &c., believing this to be correct; but I have never been called upon before for such things as he asks for in his letter.

I will here state that when my allowance of \$30 for disbursements for the year was fixed, there was no winter fishing thought of, in my district, requiring the services of an overseer, and I think it strange of Mr. Venning to order me to oversee a fishery, telling me I would be paid for it, and then by his letter say as much as I had no right to anything for it, requiring me to work winter and summer for the same amount.

Mr. Venning in his letter says something about travelling over a certain route, not costing half that sum. Your Honor can very easily understand the difference between a man travelling along a road and a man transacting business all day on the same route and reaching home near midnight.

Having given Your Honor some explanations concerning this affair, and maintaining that the diary sent first to Mr. Venning of \$89, is as just and correct as any ever sent, I now pray that Your Honor will recognize that diary of \$89, and deal with it, believing that Your Honor will do me justice, considering that Mr. Venning wronging me out of \$59.

I have the honor to be, Sir, your obedient servant,

AMOS PERLEY, *Fishery Overseer.*

on. A. J. SMITH, Minister M. and F.

P. S.—If there is any instructions about the smelt fishery to be forwarded to me, please send them, as that fishery is about commencing. Enclosed I send you Mr. Venning's letter.

D. 1. FISHERIES OFFICE, ST. JOHN, 29th November, 1877.

SIR,—Your letter of the 27th instant, with your Report and returns, including the Office Order for \$13 for bass licences issued have been received, also the unused licenses.

You state you could only get returns of the catch of smelt and gaspereaux in Napan and Black Rivers, I cannot understand why these cannot be obtained as well as

the catch of other fish, if proper means are taken. It will be necessary to get these returns; if you cannot get them exactly, you must send me your estimate of the quantities as nearly as possible. It will also be necessary for you to ascertain the quantity of smelt caught up to 31st December, and return to me about 1st January; this is important.

I notice that your return of fines and forfeitures are blank. Am I to understand from this that no Sunday fishing, nor any other illegal practice has taken place in your district during the year? Please answer.

You have returned only the bass caught since 1st October. It will be necessary to send a statement of the quantity caught previous to that date, or at least an estimate of the probable quantity as other Overseers have done, also a return of all who set bass nets previous to 1st October.

I am to call your attention to the fact that your diary account of expenses exceeds the allowance fixed by circular from Ottawa by \$59, and that the requirements of the circular have not been complied with. There is a lump charge of \$38 for nineteen days "overseeing smelt fishing." As you never went to Napan, the Warden attending to that river, it will be necessary for you to explain how this large sum was incurred. In the main river the principal fishery was not far from your residence, and you were never obliged to get a meal from home, nor was a horse at all necessary for all the real work you did. If you persist in this excessive charge, each day's work and travel, and the sum paid for meals, must be given in detail as you have been instructed to do by circular.

The charge of \$9 for looking after bass fishing in Napan was quite unnecessary. Warden McDermid was on the spot and could have done all that was necessary. On this point I may observe that it is very strange and requires some explanation why you never detected any one seining bass there when I have proof that much seining was done there. In this the full details must be given, with bills receipted from the "three men" and sums paid for meals. On 8th June you charge \$3 for one day, details of this must be given. On July 1st, August 17, September 14, 26, and October 2, you have the same charge of \$3 a day. The details of all these charges must be given, for when I have travelled over the same route I never had occasion to spend half the sum.

You have repeatedly been informed, both by letter and circular, that only the absolutely necessary expenses of travel are to be charged. Your salary is considered ample payment for your time and labor.

Other forms are herewith supplied, and you are requested to give at length the details asked for, and show how far you have exceeded the allowance fixed for your district.

I have the honor to be,

AMOS PERLEY, Esq.

W. H. VENNING, *Inspector.*

EXTRACT from a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General, on the 21st December, 1869.

"The Committee recommend that such sums shall be allowed for travelling expenses and disbursements as shall be shown and certified to the satisfaction of the Deputy Head of the Department to have been actually, necessarily and *bonâ fide* paid out for hotel bills and other travelling expenses.

"The same to be dealt with under the Act respecting contingent charges of the Department of the Public Service, and that no allowance be made in any case beyond the travelling expenses and disbursements above mentioned, and that any existing Order in Council sanctioning an allowance be rescinded."

WM. H. LEE, *Clerk, P.C.*

ABSTRACTS from Diary of Amos Perley, Fishery Overseer at Chatham, N.B., showing dates and particulars of actual occupation from 1st January to 31st December, 1877, and actual outlay incurred and charged in the annexed account:—

Dates.	Where and how Employed.	Number of days actively engaged.	Distances travelled, and by what means.	Actual Expenditure.
			Miles.	\$ c.
Between Janu'y 22 to March 1....	Overseeing Smelt fishery in District, in all 19 days, at 8 miles a day.	19	152, with horse.	8 00
May 2-4....	Looking after Bass fishing in Napan, with 3 men and boat.....	3	15, horse and boat.	9 00
" 15-16.....	From Chatham to Miramichi Bay, running base lines, &c.....	2	15, boat.	4 00
June 7.....	From Middle Island to Beaubear's Island, inspecting nets.....	1	9, horse and canoe.	2 00
" 8.....	From Middle Island to Miramichi Bay, inspecting nets.....	1	15, boat.	3 00
" 13-15.....	From Middle Island to Napan Bay and Pointe aux Bars, inspecting nets.....	2	15 per day, canoe and horse.	5 00
" 23.....	From Chatham to Napan and Miramichi Bay, looking after Sunday fishing.....	1	20, canoe.	2 50
July 1.....	From Chatham to Murdoch's Point, thence to Beaubear's Island, clearing the river of Gaspereaux nets.....	1	18, horse, &c.	3 00
August 16.....	Clearing the river of nets and pickets, from Chatham to Murdoch's Point.....	1	10, canoe and horse.	2 00
" 17.....	From Middle Island to Miramichi Bay, clearing river of nets, pickets, &c.....	1	15, canoe and horse.	3 00
" 19.....	From Middle Island to Beaubear's Island, clearing river of nets, &c.....	1	9, canoe.	2 50
September 14....	From Chatham to Miramichi Bay, looking after bass fishing.....	1	15, horse and canoe.	3 00
" 20....	From Chatham to Miramichi Bay, looking after illegal fishing.....	1	15, horse and canoe.	3 00
" 26-27.....	From Middle Island to Murdoch's and Napan Bay, as above.....	2	12, horse and canoe.	4 00
October 2.....	From Chatham to Miramichi Bay, granting licenses for bass fishing.....	1	15, one horse.	3 00
" 23.....	Taking account of bass caught under license....	1	15, horse.	2 50
				\$89 00

The undersigned makes oath that the foregoing statement of time and description of active duties, and expenses incurred, is true and correct; that the amounts charged as expenditure incurred were actually paid by him on the services stated, and that such services were necessary for the protection of the fisheries in the division under his charge.

AMOS PERLEY, *Fishery Overseer.*

Sworn before me, at Chatham, N.B., this }
28th day of November, 1877.

} Received payment,

JOHN PALLIN, *J. P.*

AMOS PERLEY, *Fishery Overseer.*

FISHERIES OFFICE, ST. JOHN, 15th December, 1877.

SIR,—I have the honor to acknowledge the receipt of a copy of a letter and enclosures from Overseer Perley, of Chatham, complaining of some wrong he asserts have done him. I beg to submit all the correspondence, so that you may see how entirely without foundation Mr. Perley's complaint is, and what kind of an officer he is likely to prove, under the influence which has led him to address you.

You will perceive that my first letter, marked No. 1, calls Mr. Perley's attention to the fact that his account of expenses largely exceeded the sum allowed for his

district, and that he had not complied with the directions of Departmental circulars herewith (No. 2). This I have had occasion to do in several instances this year, with other Overseers as well as with Mr. Perley, for there is an annually increasing encroachment on the instructions given by these circulars, which needs correction. You will see that I simply asked his compliance with conditions that all other Overseers have to comply with, and that I pointed out several instances in which his account required explanation, because I knew from my own travel in the same district, that \$3.00 per day could not be fairly expended when a man was within three or four miles of his own home, and had no hotel bills to pay. You will see that I sent him other forms on which to give the required details. You will see from his letter (No. 3) that, instead of explaining the objectionable charges pointed out to him, and giving details of lump charges, he made an entirely new account, and kept it within the sum fixed. You will also note that Mr. Perley expects to be paid for his time while on duty, as well as his salary of \$100, although he was plainly informed, by another circular from Ottawa, that only the sums actually paid out must be entered in his account, his salary being considered sufficient payment for his time. Overseer Wyse did perfectly right, and acted under my orders, when he requested Mr. Perley to go to Napan to look after bass fishing, for it was in his district, and the new Warden, McDermid, had not much experience in his duties. But certainly I never told Mr. Perley anything so foolish as that Overseer Wyse's word was law with the Government. No objection was raised by me to any fair and legitimate charge made by Overseer Perley.

Had Mr. Perley simply complied with the instructions given him, not by me, but by circulars from Head-Quarters, and furnished with his account the vouchers he has sent you, and had I then curtailed his account, there might have been some grounds for his complaint. But my examination of these accounts is not final; they are always passed upon by Mr. Bauset before being paid, and he frequently checks items that pass my own scrutiny.

Respecting the affidavit of Phillip H. Loggie, to which Mr. Perley refers to show that "he advised no illegal fishing." I beg to observe, that pending my correspondence with the Department respecting the competency of the bass licenses, to alter the close time (see my letter dated 7th and 30th August, and 1st September), many nets were set in Mr. Perley's district without license, and all I asked from him was to give me the names of parties who fished, and the quantities caught, so that they could be entered in the annual returns. You will see his insolent answer to this request in his last letter, No. 5.

With regard to Mr. Perley's accounts for 1875 and 1876, I think he asked for and got permission to exceed his allowance. Will you please refer to these accounts which are on file, and see if this is not stated by me on each of them. If it is not then I am to blame for being more lenient with him than I should have been. As regards this year, his allowance of \$30, was, in my opinion, quite sufficient to cover all his actual disbursements, for Warden McDermid attended to the smelt fishing in Napan, and Overseer Wyse issued all the salmon licenses, so that all Overseer Perley really had to do was to attend to the summer salmon fishery for three months and look after the smelt fishery in the immediate neighborhood of his own home, as his own letter and John Blake's affidavit prove. His own letter to you says "the principal fishing was between three and four miles from where I live." Blake's affidavit says "the distance of seven or eight miles." But Mr. Perley lives in the middle of that seven miles, and hence he was never but three and a-half miles from his home according to his own showing, and never had to get a meal away from it.

Mr. Perley has one of the easiest districts on the whole river, and I am sorry to say that he does the duty very indifferently, as you will perceive by his letters especially the last one, in which he refuses to give me the information asked for. I have replied to this insolent letter, and I submit that Mr. Perley should be admonished from headquarters. This is the man who, acting under D. G. Smith's advice, made all the trouble about issuing the salmon licenses this season, as explained in my letters dated 23rd May, 30th May, June 9th, and July 20th. I have the ver-

strongest reasons for believing that Mr. Perley advised fishermen not to pay for licenses issued by me and Mr. Wyse, in consequence of which a large number of these ill-advised fishermen are now in arrears, and I am awaiting answers to my letters of 8th and 9th November as to how I shall deal with these delinquents.

Submitting the whole matter to you,

I have the honor to be, your most obedient servant,

W. H. VENNING, *Inspector.*

Hon. A. J. SMITH, Minister Marine and Fisheries.

No. 4.

ST. JOHN, 10th December, 1877.

SIR,—Please answer at once the second, third and fourth paragraphs of my letter dated 29th November. Your delay in doing this is causing inconvenience.

AMOS PERLEY, Esq.

W. H. VENNING, *Inspector.*

No. 5.

CHATHAM, 13th December, 1877.

SIR,—I received your postcard and I consider when I reduced my abstracts of diary to the amount that you wished me to do, and allowing myself to be wronged out of \$59 as far as you were concerned, that your letter with all its paragraphs are all explained.

I advised no illegal fishing. I have seen no illegal fish; took account of none. I have seen no Sunday fishing; heard no complaints about it. I have instructed the Warden of Napan by letter to find you the fish of that district.

The last time that I saw you, the Warden of Napan, you told me, would attend to fish matters there, and as it was not necessary for me to go in the spring to look after the bass fishing, I think it very inconsistent on your part to ask me for the amounts of fish taken there; but if it is to be persecution, I must govern myself accordingly.

Believing that the Minister is a gentleman of honor and honesty, he will not object to pay me the small pittance I ask for my services last winter, earned by travelling through frost and snow storms, and that he will recognize and deal with the first diary sent to you by me, and pay me \$89 for my disbursements for the year.

I have the honor to be, &c.,

W. H. VENNING, Esq.

AMOS PERLEY, *Fishery Overseer.*

BLACK BROOK, 3rd December, 1877.

I, the undersigned, do testify and make oath, to the best of my knowledge, that the smelt fishery carried on last winter on the Miramichi extended from where Overseer Perley lives to the distance of seven or eight miles, and, being along with him very often, I consider it was absolutely necessary for him to have a horse. I also affirm that I have seen him often, day and night, paying strict attention to his duties.

JOHN BLAKE.

Sworn to this third day of December, 1877.

WM. McRAE, *J.P.*

\$1.00.

CHATHAM,

1877.

Received from Overseer Perley the sum of one dollar for services performed by me with him, with boat, looking after illegal bass fishing on Napan River, on the night of May 2nd last.

REUBEN A. SWEEZEY.

\$1.00.

Received from Overseer Perley the sum of one dollar for services performed by me with him, with boat, looking after illegal bass fishing on Napan River, on the night of May 2nd last.

PHINEAS GUNN.

\$1.00.

Received from Overseer Perley the sum of one dollar for services performed by me with him, with boat, looking after illegal bass fishing on Napan River, on the night of May 2nd last.

JOHN GUNN.

BLACK BROOK, MIRAMICHI, N.B., 3rd December, 1877.

I, the undersigned, do here testify and make oath that, in the latter part of the month of August, 1877, I was at Overseer Wyse's store, and we were speaking about the bass fishing, which was prohibited until the 1st of October. Overseer Wyse said that we could fish from the 1st September, or the 10th at the outside, and knowing him to be the bass overseer in our district, we were under the impression that we were fishing legally, and did not know to the contrary until Overseer Perley came and ordered out all the nets that were fishing, and his orders were at once attended to, when we all took up our nets at once. And I do believe, to the best of my knowledge, that, were it not for the encouragement Mr. Wyse gave to the fishermen, there would not have been a bass caught before the lawful time.

PHILLIP H. LOGGIE.

Sworn to before me this third day of December, 1877.

WM. McRAE, J. P.

28th January, 1879.

SIR,—The correspondence had between you and the Inspector of Fisheries relative to the mode of rendering your accounts and supplying official information, having been submitted to the Minister, he directs that you must furnish the information needed by the Inspector in the manner required, and comply with his official directions.

I am, Sir, your obedient servant,

W. F. WHITCHER, *for Minister of M. & F.*

AMOS PERLEY, Esq., Chatham.

No. 3—ABSTRACTS from Dairy of Amos Perley, Fishery Overseer, at Chatham, showing dates and particulars of actual occupation from 1st January to 31st December, 1878, and actual outlay incurred and charged in the annexed account.

Dates.	Where and how Employed.	Number of days actively engaged	Distances travelled, and by what means.	Actual Expenditure.
			Miles.	\$.cts.
May 20-21...	From Chatham to Napan Bay, settling disputes and removing nets, 12 miles each way.....	2	24, horse and canoe.....	4 00
June 6-7...	From Middle Island to Miramichi Bay, inspecting nets, 15 miles each way.....	2	30, horse and canoe.....	4 00
do 10...	From Middle Island to Beaubair's Island, inspecting nets, 9 miles each way.....	1	18, horse and canoe.....	2 00
do 11...	From Chatham to Murdock's Point, inspecting nets, 8 miles each way.....	1	16, canoe....	2 00
do 18-19...	From Chatham to Miramichi Bay, inspecting nets, 15 miles each way.....	2	30, horse and canoe.....	4 00
Aug. 16-17...	From Chatham to Miramichi Bay, clearing the river of salmon nets and pickets, taking account of fish caught, 15 miles each way.....	2	30, horse, canoe & foot.....	4 00
do 19...	From Middle Island to Murdock's Point, 7 miles each way.	1	14, horse and foot.....	2 00
do 22...	From Chatham to Beaubair's Island, 9 miles each way.....	1	18, horse and foot.....	2 00
do 27...	From Chatham to Napan Bay, seeing that all the pickets were removed, 9 miles each way.....	1	18, horse and foot.....	2 00
Sept. 24...	From Chatham to Miramichi Bay, seeing there were no bass caught, 15 miles each way.....	1	30, horse and foot.....	2 00
Oct. 9...	From Chatham to Miramichi Bay with licenses for bass fishing, 15 miles each way.....	1	30, horse and foot.....	2 00
do 8...	Paid postmaster 86 cents for post office order and postage on duplicate and letter.....			0 86
				30 86

This is about double what the man actually paid out.—W. H. V.

The undersigned makes oath, that the foregoing statement of time and description of active duties and expenses incurred is true and correct; that the amounts charged as expenditure incurred were actually paid by him on the services stated, and that such services were necessary for the protection of the Fisheries, in the division under his charge.

AMOS PERLEY, *Fishery Overseer.*

Sworn before me, at Chatham, this }
Second day of January, 1879. }

JOHN PALLIN, *J.P.*

Received payment,
AMOS PERLEY, *Fishery Overseer.*

Examined,
W. H. VENNING, Inspector.

CHATHAM, MIRAMICHI, March, 1878.

SIR,—I received \$30 from Mr. Venning as disbursements for the year. Please let me know, shortly, if convenient, if I am to get the balance which I consider is due me for services performed last winter at smelt fishing, and likewise services in Overseer Vyse's district in Napan, looking after bass fishing, &c., the sum being \$59 according to the first abstract of diary which was \$89 sent to Mr. Venning by me, and which I reduced to \$30 to suit Mr. Venning's views, and as Your Honor has informed me that it will meet with attention. Please look favorably on it, as I very much require it.

I have the honor to be, &c.,
Hon. A. J. SMITH, Minister Marine and Fisheries.

AMOS PERLEY.

5th October, 1878.

SIR,—Having submitted to the Minister the account in which you claim a balance of \$59 for disbursements as Fishery Overseer, together with the correspondence relative thereto, I am directed by the Minister to inform you that as these expenses were incurred without authority the account cannot be paid.

I am, Sir, your obedient servant,

W. F. WHITCHER, for Minister Marine and Fisheries,
per S. P. BAUSET.

AMOS PERLEY, Esq., Fishery Overseer, Chatham, Miramichi, N.B.

CHATHAM, N.B., 7th October, 1878.

SIR,—It becomes necessary for me to write to you a few lines concerning my disbursement bill for 1877. I sent the abstracts from diary to Mr. Venning as usual the sum for the year being \$89. He sent my papers back to me and ordered me to reduce the amount to \$30. I did so; I then petitioned Your Honor for the balance \$59, but I have not received it, although Mr. Whitcher wrote me twice in your name that it would meet with early attention.

I had an interview with Mr. Whitcher when he was at Chatham, and after I had explained the matter, he said that he had no money with him, but that he would attend to it when he went to Ottawa. He likewise advised me to get Mr. Snowball to write to you calling your attention to the same; which leaves me under the impression that perhaps my complaint and petition, which Mr. Whitcher had in his possession with vouchers, affidavits, &c., have been overlooked.

Now I have to inform Your Honor that before these extra expenses were incurred, Mr. Venning assured me personally that they would be paid, as they were for the winter overseeing, which was a new thing in my district, and not thought when the limit of \$30 was fixed.

I left my own work and had to borrow \$25 on interest, to enable me to attend my official duties, pay for three men and a boat doing service in Napan River in the spring, looking after bass fishing, and then he sent my papers back to me, refusing to allow for the necessary expenses he had authorized. At the same time he paid Overseers Russell and Williston the full amount of their bills (so they have told me without disputing one cent, and he knows very well that my winter's work was double that of either of those officers, for my district is central. Mr. Whitcher has all my papers bearing on this claim.

I have, &c.,

AMOS PERLEY, *Fishery Overseer.*

P. S.—If Mr. Venning says that he did not authorize me to look after the winter fishing, he was very particular in sending to me for the returns of the amount of smelts caught in the winter, and he knows very well that I was attending to it, and he was on the ice at Black Brook, and was well satisfied with my work, so he said, and how is it that I must spend my time for nothing, and others be paid in full for their services? To me it is very discouraging.

Hon. Minister Marine and Fisheries.

CHATHAM, MIRAMICHI, 10th October, 1878.

DEAR SIR,—I wrote you on the 5th, and have since received the enclosed letter from Mr. Perley, for the Minister. I, however, think it best to forward it to you, as you are conversant with the transaction.

Yours very truly,

J. B. SNOWBALL.

W. F. WHITCHER Esq., Ottawa.

CHATHAM, 28th October, 1878.

SIR,—I received your letter of the 5th October, and I was greatly surprised when I read its contents.

You say that you are directed by the Minister to inform me that as these expenses were incurred without authority the account cannot be paid. Now, Sir, I will give you my authority for the service performed by me of winter fishing for melts in the bag nets.

Mr. Venning told me personally to take charge of that fishery in my district, and as it was a new thing to me, I asked him how often should I inspect that fishery. He, Mr. Venning, said go every day if it requires it, and keep things in order, and you will be paid for it. This was said at Chatham. The next day we met at Black Brook, and I asked him how he liked the way I was conducting the fishery; he, Mr. Venning, said he was well satisfied with it.

There were present at the time Inspector Venning, Overseers Hogan, Hickson, Wyse, and myself. Mr. Venning then and there ordered me to seize an illegal net, and take it home with me. I did so, and had to procure the assistance of Mr. J. Blake (who heard Mr. Venning give me the orders), to go with me and fulfil the order.

My charge for this fishery, and the remainder of the amount claimed, is an honest transaction, and if I am not paid I will hold Mr. Venning responsible for misleading and wronging me out of \$59 of hard earned money.

I can prove that Mr. Venning authorized me to act as I have stated, and it appears to me very strange indeed that another officer, that I associated with almost every day attending the same kind of fishery, should be paid in full for his services, and myself not get one cent. This is surely great encouragement for an Overseer to do his duty.

Please give this your attention.

I have the honor to be, Sir, your obedient servant,

AMOS PERLEY, *Fishery Overseer.*

P. S.—Mr. Venning has written to me several times to hire a boat to perform my duty, if required. The three men and boat that I hired at Nappan has not been paid for, the men agreed to wait for their money until I got it from the Department. They will have longer to wait for it.

V. F. WHITCHER, Esq., Commissioner of Fisheries.

FISHERIES OFFICE, ST. JOHN, N.B., 8th November, 1878.

SIR,—Copy of a letter from Amos Perley, Fishery Overseer of Chatham, has reached me for report.

This is the old matter of his excessive charges in his diary account of expenditure last year. On the 15th December, 1877, I reported at full length on this matter, and gave the whole correspondence between Mr. Perley and myself in relation to it, which report I beg to refer you as I have no new facts to communicate. Mr. Perley has not yet complied with the requirements of the circulars, nor given the details of his expenditure as all other officers are required to do, and as he was specially requested to do in Departmental letter of 28th January last.

On the 16th January last I addressed you a letter enclosing further correspondence with Mr. Perley, on this subject, to which also I beg to refer. These two records now on file in your office contain all the facts, and I have nothing further or new to add except that W. Perley, still acting under the advice of D. G. Smith, continues to be insolent and defiant.

I have the honor to be, Sir, your obedient servant,

W. H. VENNING, *Inspector.*

See also my private letter of 15th December, 1877.

V. F. WHITCHER, Esq., Commissioner of Fisheries.

CHATHAM, N.B., 20th March, 1879.

SIR,—I am in receipt of Mr. Whitcher's letter of the 13th inst., in which he informs me, by your direction, of my suspension from the office of Overseer of

Fisheries, in consequence of violating the law in my district, reported by Overseer Hogan, and I beg to submit the following in connection therewith :—

My district extends from Beaubear's Island, above Newcastle, to Miramichi Bay in the parishes of Glenelg and Chatham, a length of say twenty-five miles. From point opposite Chatham downwards the middle of the channel of the Miramichi divides my district from that of Overseer Russell. In 1877, shortly after Warden McDermid was appointed, I was informed by the Inspector personally that I was not to do duty in the portion of my original district embraced in Napan and Black Rivers, as that officer would look after it, and I was subsequently reminded of the fact by letter from the Inspector.

Up to the time the smelt fishery commenced in my district I had no winter fishing to look after, my services being required chiefly between the opening of navigation and its close in connection with the salmon, gaspereaux and bass fisheries.

When the smelt fishery began to be of its present importance, which was the season of the opening of the Intercolonial Railway, the Inspector and myself talked about the additional work involved, and what I would be required to do in enforcing regulations. He told me to take charge of the smelt fishery in my district, and go every day if required, and I should be paid for it. The first year, in January 1877, I licensed some forty-nine bag nets; in 1877-78, I licensed 159 nets; and 161 nets in 1878-79. These nets were set along a length of twelve or fourteen miles of the main river (Warden McDermid doing the licensing and other duties in his own district), and in looking after them, such as measuring mesh, seeing that illegal fish were not taken (such as small bass) and in enforcing compliance with regulations generally, I spent a good many days on the ice. In doing this it was necessary for me to keep a horse, and also to incur expense for meals when away from home.

Your Honor has now doubtless in the office my account of expenses incurred in connection with the smelt fishery and bass in Napan in 1877 and 1878, amounting to about \$109, which the Inspector has caused the Department to withhold from me. The want of this money has been a serious drawback to me in the discharge of my duty, for very often when I needed assistance in looking after so extensive a district, I was unable to procure it. I am a poor man and could not promise immediate payment to any person I might hire, especially this year. The course pursued towards me by the Inspector being such as to discourage me, and promote a lawless spirit among a certain class of our fishermen who heretofore gave me little trouble.

Illegal fishing has, heretofore, been advised by ex-Overseer Wyse, as stated by Mr. Brimmer in the late Minister's presence in Chatham last year, and I have reason to believe that the same person has done much of the same kind of work this year for the purpose of causing trouble.

At the close of the smelt fishing season this year I travelled, taking two days to do it, from one end of the district to the other, and found that most of the fishermen had left for their homes, while the others were making preparations to do so.

A few days after, from information received, I had reason to believe that some illegal fishing was going on. On the 26th February I seized a net at Murdoch's Point in the Main River. On the 29th I seized a net off Chatham. On the same day I seized two nets on the north side of the channel, Main River, off Sheldrake Island, in Overseer Russell's district, but near my own. Overseer Hogan made his appearance in my district on the day I made the last mentioned seizures, and chased me two miles on the ice of the bay, telling me, when he overtook me, that he thought he had a prize. Overseer Hogan had no net or nets in his sled at the time, although, I subsequently learned, he had that morning seized a net off Black Brook in my district, and the latter net was the only one that ever Hogan has secured in my district.

He asked me where I thought he could get some nets, and I pointed to the north shore of the Miramichi, where I told him I had seen men working on the ice in Overseer Russell's district, and thought probably they were fishing. I had a load of nets at the time, and told him I could not do any more that night. Overseer Hogan went in the direction indicated by me, and I was informed afterwards that he had made several seizures.

Since that time, I spent several days and nights cruising in my district, but though I have reason to believe there has been some illegal fishing going on, I have been unable to come upon the guilty parties or find any more nets, although in one case I destroyed some gear which I discovered under the ice at one hole, evidently intended as means to break the law.

I may remark that the privilege of shipping smelts in the the close season, the absence of any authority to compel the removal of shanties and other fishing facilities, tend to tempt fishermen to violate the law, and the matter requires special regulation.

In conclusion, I may say that I have been sixteen years in the service, and have always endeavored to perform my duties conscientiously. It seems that I have been singled out among all the officers of the river for the special adverse attention of Overseer Hogan, who, with ex-Overseer Wyse and the Inspector, has of late years shown an unfriendly and persecuting disposition towards me. While I regret that any of the fishermen of my district should violate the regulations, and admit that I have reason to believe there was more fishing after the season than was detected by either Mr. Hogan or myself, I have equally good reason for believing that there was more respect shown for the law in my district than in that of Overseer Hogan, or those of other officers who appear to receive fairer play than I have at the hands of those above them in the fishery service here. I respectfully ask that the circumstances now set forth be considered by you in my behalf, and that the truthfulness of my statements be impartially tested. My position as Fishery Overseer has been made a very unpleasant one for at least two years past, by what I cannot call anything better than malice of persons who have had the power and will to weaken my hands in the discharge of my duty and place me in an unfavorable position before Your Honor. I am conscious of having faithfully discharged my duty as far as I was enabled to do with these drawbacks placed in my way; and had I the same treatment from the Inspector as that which other Overseers receive, I am confident I should not now be placed in the humiliating position which requires me to put my case before you in this manner, and ask the justice of a full investigation.

I have the honor to be, Sir, respectfully yours

AMOS PERLEY.

P.S.—Overseer Hogan called at my place last evening, in company with James Chapman, Sr., and said he was directed by the Department to call upon me for nets in my possession. I told him I had incurred some horse-hire and other expenses on these nets, and I wanted to know how I was to be paid before delivery. I told him that before delivery I would like to have some guarantee of being enabled to pay the expense I had been to; that I had no desire to withhold anything from the Department which it had a right to; but I had no confidence in the Inspector doing me any justice, and when the Department paid me what was due I would deliver everything up, and that my character of sixteen years in office ought to convince me that I wanted only justice and my own rights.

Since that time I have become convinced that by the terms of Mr. Whitcher's order of the 13th, I ought to have handed the nets over, and I apologize for not having done so. My excuse is the treatment I have received at the hands of the Inspector who has wronged me out of my expenses so long. In any case, Overseer Hogan had only a riding sleigh which could not carry even one net, so he could not have expected to take them away with him.

A. P.

Th. J. C. POPE, Minister Marine and Fisheries.

LOWER NEWCASTLE, MIRAMICHI, N.B., 22nd March, 1879.

SIR,—I understand that Overseer Perley has been suspended as Fishery Overseer for neglect of duty, having allowed illegal fishing in his district. Now, Sir, I have to inform you that where there was one illegal net set in Perley's district there were two in Overseer Russell's. Between Chatham and Oak Point, a distance of about

twelve miles, illegal fishing was carried on in that locality for more than two weeks to my knowledge, and Russell made no attempt to stop it, nor was it stopped at that time, viz., the smelt fishery. Believing Your Honor is a gentleman of honor and justice, why not suspend Overseer Russell for neglect of duty also, and Russell allowed illegal fishing summer and winter to my knowledge; and there is a district on the Miramichi that has half the poaching done in it as there is in his.

Trusting that Your Honor will investigate this and give it your attention, and serve all officers alike that have refused doing their duty,

I have the honor to be, Sir, your obedient servant,

JOHN GRANT.

P. S.—Overseer Hogan only seized one net in Overseer Perley's district, as far as I heard, but I understand the most of the other seizures were made in Russell's district, the middle of the Channel of the Miramichi River, dividing the district.

J. G.

Hon. J. C. Poiré, Minister Marine and Fisheries.

OTTAWA, 28th March, 1879.

SIR,—I am to acknowledge the receipt of your communication of 20th inst., and to state that until you have delivered into Overseer Hogan's hands the confiscated nets which you hold, the matter relating to your disputed account of disbursements for 1877 cannot be submitted to the Minister.

I am, Sir, your obedient servant,

W. F. WHITCHER, *for Minister Marine and Fisheries.*

AMOS PERLEY, Chatham, N. B.

OTTAWA, 1st April, 1879.

SIR,—On the letter of Amos Perley relating to his suspension, I beg to state.

1. That Mr. Perley's district was, previous to the dismissal of Overseer Wyse, who did almost the whole duty, the easiest on the river. His home was at the middle of it, and previous to the commencement of the smelt fishery his duty extended only from the middle of May to the 15th of August, for which he was paid \$100 and his travelling expenses. When the smelt fishery commenced in 1877 in order to enable him to attend to it properly in the immediate neighborhood of his home, I relieved him from the superintendence of Napan, and placed the smelt fishery there under the care of Warden McDermid. I also informed them both that the expenses they incurred in looking after this fishery would be refunded to them. Perley's smelt district was nearly all within three miles of his own home, up and down the river, and he was seldom or never obliged to get a meal out of his own house. His travelling account shows this.

2. As Mr. Perley states his account of expenses incurred in 1877-78 is now on file, it was submitted with all the correspondence to your predecessor, who, after full examination, refused to allow it. I had nothing whatever to do with it, except to submit the whole correspondence to the Department. Mr. Perley had no need to hire any assistance, nor did he ever ask permission to do so. The course I pursued towards Mr. Perley, and of which he complains, was simply to submit his letter to the Department for such action as was considered proper.

3. Mr. Perley's assertion that Overseer Wyse advised illegal fishing, I believe to be a malicious falsehood, and he should be required to furnish some proof of this charge. Wyse was sworn to prevent illegal fishing, and he could have no possible motive to encourage it.

4. Overseer Hogan, who is a truthful man, reports much illegal fishing in Overseer Perley's district on both occasions when he went through it. On both occasions he made seizures there, and he was informed that fishing had gone on openly since the licenses expired. This agreed with the information I had received, and which led me to send Hogan there. According to Perley's own statement, he saw no illegal fishing, nor made any seizures after the 15th February, until he learned

Overseer Hogan was in his district, and then he followed him down the river and made the seizures, he reports, on the 28th. Between the 15th and 28th, I have reliable information that fishing was openly pursued, and even on the 5th March, on his second visit, Overseer Hogan found five nets fishing not far from Perley's residence.

5. The assertion that Wyse, Hogan, or myself had any persecuting disposition towards Mr. Perley is simply ridiculous. Both Wyse and Hogan were very averse to any interference in his district, and it was only by my express directions that they ever went there, and they never went without reporting to me illegal fishing, which the slightest attention to his duties must have made known to Mr. Perley.

6. Mr. Perley's refusal to obey the orders given him by your direction, plainly shows the spirit which has guided all his conduct since he has acted under the advice of the editor of the *Advance*. As I have before stated to Your Honor, all my official orders have of late been carried to this person, who has dictated their answers and given him advice. Acting under this advice, Mr. Perley has been insolent and defiant, and I have been obliged to submit his letters to the Department for action. In no case have I assumed to deal with them without instructions.

With regard to the communication from John Grant, appended to Mr. Perley's letter, I can only say that I requested Overseer Hogan to pay special attention to Russell's district, and both his reports show that he did so. He found neither fishermen nor nets there. Mr. Russell prosecuted Grant recently for having illegally caught fish in his possession; hence his enmity towards that officer. I think Mr. Grant should be asked to give the names of the parties who fished illegally, with the dates when, and the places where, this fishing was done.

Mr. Grant has often written me similar letters, but I never could get him to make a specific charge, nor accompany his bold assertions by any semblance of proof of Russell's complicity with illegal fishing. If such can be established the sooner he is dismissed, the better for the service.

In concluding these remarks, I ought, perhaps, to mention that neither Perley nor Grant is capable of writing these letters, and that I have not the slightest doubt that both of them were written by the editor of the *Advance*, to gratify his malice against Wyse, Hogan and myself.

I have the honor, &c.,

W. H. VENNING, *Inspector*.

Th. J. C. POPE, Minister Marine and Fisheries.

OTTAWA, 16th May, 1879.

SIR,—I am directed by the Minister to inform you that it having become necessary to make some arrangements to insure better protection of the fisheries in the County of Northumberland, your services as Fishery Overseer will be no longer required.

I am, Sir, your obedient servant,

W. F. WHITCHER, *for Minister Marine and Fisheries*.

JOSEPH PERLEY, Esq., Chatham, New Brunswick.

CHATHAM, MIRAMICHI, 4th June, 1879.

SIR,—Your letter of 16th May I received on the 23rd May, in which you are directed to inform me that the Minister intends to make some arrangements to insure better protection of the Fisheries in the County of Northumberland, and that my services as Fishery Overseer are no longer required.

I have to inform you that there has been no improvement yet, as far as bass fishing is concerned, from the opening of the navigation in Napan and bay, and all along the shores in the Chatham district, and Sunday fishing for salmon from Napan to Point Escuminac, on the south of the Miramichi, and on the north side from County line to Bartibouge.

However, that is nothing to me now. I will not have to be responsible for the illegal caught fish taken in the close season in Overseer Russell's and Williston's

districts, and I hope my persecution by the Inspector and some of his staff is ended.

As I have been dismissed without any just cause whatever, after being sixteen years in the service, and as it is customary to pay a man off before he is discharged, herewith you will find my account against the Department, which you will please attend to, as I have a great many bills to pay, with interest, contracted on account of attending to the service.

Please forward to me the amount as soon as possible. You will find the accounts of disbursements duly vouched for, and all I want is my money that I have worked hard for.

I have the honor to be, &c.,

AMOS PERLEY.

P. S.—As I am now dismissed from the service, please send and take the canvas sail, teakettle, &c., away. I have kept them a good while; they were never of any service to me. Mr. Wyse insisted on me to take them and take care of them for the Government; I never made but one trip with the vessel. I found my own canoe boat when required.

A. P.

W. F. WHITCHER, Commissioner of Fisheries for Minister.

CHATHAM, N.B., 4th June, 1879.

Department of Marine and Fisheries, debtor, to Amos Perley, for balance of disbursements for the year 1877 and 1878, with interest, with the abstract of amount of disbursements for 1879, and half year's salary from 1st January to 1st July, 1879.

To balance of disbursements for 1877 and 1878.....	\$ 59 00
To balance of disbursements for year 1878.....	50 31
1879, to account of disbursements from 1st Jan. to 1st July.	33 00
Half-year's salary from 1st Jan. to 1st July, 1879	50 00
Interest on \$59 for two years	7 08
“ \$50.31 for one year.....	3 01

\$202 40

AMOS PERLEY.

W. F. WHITCHER, Esq., Commissioner of Fisheries for Minister.

CHATHAM, MIRAMICHI, 9th July, 1879.

SIR,—I received your letter of the 13th June, acknowledging the receipt of my letter of the 4th inst., with my account of \$202.40, and informing me that it will receive early attention.

I have to inform you that on the 7th July I received a letter from Mr. Vennart, in which was enclosed a cheque for \$37.70, being the principal part of my half-year's salary, which I will give the Department credit for on my account sent to the Minister. There are \$12 30 due of the sum, but I am very thankful for the amount received at present.

I now refer to your letter of the 28th March, in which you inform me that, until I have delivered into Overseer Hogan's hands the confiscated nets which I hold, no matter relating to my disputed account of disbursements for 1877 cannot be submitted to the Minister.

Now, Sir, I have delivered into Overseer Hogan's hands the seized nets in question, and I have his receipt for the same, and as the way is now clear for you to act on the letter referred to, please give it your attention, shortly, as I am in great need of the amount, the times are hard and it has been a long time due.

I have also to inform you that I have delivered up to Mr. Wyse, the vessel, sail, teakettle, &c., and I am clear of all Government property that I had in my possession.

I have the honor to be, Sir, your obedient servant,

AMOS PERLEY.

W. F. WHITCHER, Esq., Commissioner of Fisheries for Minister.

FISHERIES OFFICE, ST. JOHN, 1st August, 1879.

SIR,—On the letters of Amos Perley, late Overseer of Chatham district, Miramichi, submitted to me, I have the honor to state that his claim for balance of disbursements for 1877 was investigated by your predecessor, Sir A. J. Smith, and disallowed, of which Mr. Perley was informed by letter dated 5th November, 1878, that his fair and legitimate disbursements for 1878 were paid, and that his further claim for a balance is supported by no evidence of expenditure beyond what was paid him; that his amount of disbursements from 1st January to March 10th, 1879, amounting to \$33, I consider excessive; but to remove all reasonable grounds for complaint, I now recommend to be allowed that his services were dispensed with on the 16th May, and that his salary has been paid in full up to that time; that his claim for interest on balances which were disallowed is simply absurd.

I therefore recommend, as a final settlement against the Department, that he be paid the sum of \$33 for disbursements from 1st January to March 10th of the present year.

I have the honor to be, Sir, your obedient servant,

W. H. VENNING.

Hon. J. C. POPE, Minister Marine and Fisheries.

6th August, 1879.

SIR,—In accordance with your recommendation the Minister authorizes the payment of Mr. Perley's claim for disbursements from 1st January to 10th March last, amounting to \$33. Mr. Harding is instructed to pay.

I am, Sir, your obedient servant,

W. F. WHITCHER, *for Minister Marine and Fisheries.*

W. H. VENNING, Esq., St. John, New Brunswick.

OTTAWA, 6th August, 1879.

SIR,—The Minister authorizes the payment to you of the amount of your disbursements \$33, from 1st January to 10th March last, as a final settlement in accordance with the Report of Inspector Venning.

I am, Sir, your obedient servant,

W. F. WHITCHER, *for Minister M. & F.*

AMOS PERLEY, Chatham, New Brunswick.

9th August, 1879.

SIR,—Please pay Mr. Amos Perley, of Chatham, Miramichi, a sum of \$33, amount of his account of disbursements as late Fishery Overseer, from 1st January to 10th March, 1879, in full settlement of claims against this Department to date.

I am, Sir, your obedient servant,

W. F. WHITCHER, *for Minister M. & F.*

H. HARDING, Esq., St. John, New Brunswick.

CHATHAM, MIRAMICHI, 14th August, 1879.

SIR,—I received your letter of 6th instant, in which you say the Minister authorized the payment to me of the amount of my disbursements \$33, from the 1st January to 10th March last, as a final settlement in accordance with the Report of W. H. Venning. Now, Sir, I have to inform you that I cannot accept the amount named as a final settlement of my account of disbursements, &c. The \$33 is all right for 1879, and if forwarded to me it will be very acceptable, and I will receipt the amount received, but where is the disbursement, &c., of 1877 and 1878? Have I to leave these amounts? Please inform me how this is, as I don't understand it. I received a letter from you saying that until I delivered up the nets that I held into Overseer Hogan's hands, you could not deal with my disbursements for 1879. I complied with your letter of that date, and acquainted you of the same, and I expected the amount for that year without delay, it being a long time due.

But now it seems Mr. Venning is to decide that I am not to get one cent for two winters work. I think very hard of this Mr. Whitcher, that I must suffer because of Mr. Venning's malice towards me. Please pay me my money, which I consider you promised to do if I understand your letters, for I don't want any communication with Mr. Venning in future.

I have the honor to be, Sir, your obedient servant,

AMOS PERLEY.

W. F. WHITCHER, Esq., Commissioner of Fisheries for Minister.

30th August, 1879.

SIR,—The payment which your note of 26th instant acknowledges is in full settlement of your claims according to the Report of Inspector Venning, who represents any other expenses charged by you as being unauthorized and unnecessary.

I am, Sir, your obedient servant,

W. F. WHITCHER, for Minister M. & F.

AMOS PERLEY, Esq.

Per S. P. BAUSET.

CHATHAM, N.B., 17th September, 1879.

SIR,—I received your letter of 30th August, in which you say "that the payment which your note of 26th instant acknowledges, is in full settlement of your claim according to the Report of Inspector Venning, who represents any other expenses charged by you as being unauthorized and unnecessary."

Now, Sir, I have to inform you that I acted according to the letter I sent you that I would not accept the \$33, the amount of my disbursements for 1879, as a final settlement; but if sent it would be very acceptable, and that I would receipt the amount received.

It was forwarded to me by cheque and I receipted it as the full amount of disbursements due me for 1879, and I sent the duplicate to Mr. Harding, of St. John, ordered; but I give you to understand it was not a final settlement, which the receipt will show, and my account stands open for settlement, although Mr. Venning set trap for me.

It seems very strange that, when I have in my possession Mr. Venning's handwriting for to hire a boat, &c., when required, and to exceed the limited amount fixed in circular and order from the Inspector, to attend to the smelt fishing in the district, and orders from the Minister to go to defaulters, in March, 1877, and collect the salmon tax, that Mr. Wyse did not do, and instructed to apply to Ottawa for any instruction I might require about the smelt fishing or any other of my official duties, and despatches from Ottawa and letters from the Minister in the winter, 1877; and in the fall and winter of 1878, smelt licenses placed in my hands to issue of which I issued 159—with instructions how to act, which I followed according to the orders of the Minister and the Inspector, and gave returns of fish caught the two winters, and no fault found—that now Mr. Venning reports the work of the two winters, &c., unauthorized and unnecessary.

And the Commissioner of Fisheries hands me over to an enemy to be dealt with according to his pleasure.

It is surely lamentable to see a man holding the position of Inspector Fisheries for the Province of New Brunswick, that he should so far forget himself to report such a base falsehood as Mr. Venning has done, and it is a very small business that the Department is transacting through that report to cheat me out of money which can be proved is honestly due to me.

I am aware, Mr. Whitcher, that you don't want to interfere with the Inspector any of his dealings with me, but when I appealed to the Minister on such a clear ba-

you, as a gentleman, should have paid me before now independent of Mr. Venning, who you must know has a hatred and spite against me for the last two or three years.

I now ask you again for my money, which, if paid, will be an end of the matter. If not paid, I must do something to recover the amount due me.

Please give this your attention as soon as possible.

I have the honor to be, Sir, your obedient servant,

AMOS PERLEY.

W. F. WITCHER, Esq., Commissioner of Fisheries for Minister.

CHATHAM, N.B., 7th April, 1880.

SIR,—In your letter of 17th February, in answer to my letter of 16th instant in *Miramichi Advance*, you say: I am to inform you that all your letters were duly submitted by me to the Minister as previous ones had been to his predecessor, and that in connection therewith I have simply carried out official directions.

Now, Sir, I have waited a long while to see if my money would come, but there is no word of it. If it was kept back from me for want of authority to incur those expenses, as you have several times stated, I think I have given you good authority and showed you a clear case. Please inform me what is the cause now that I have not received the balance of my account. If there is anything else that I am required to prove, please let me know what it is and I will endeavor to make it plain. I am well aware that Sir A. J. Smith and the Hon. J. C. Pope, the present Minister, did not understand my claim the way you presented it to them. If they did I am persuaded I would have had my money long ago. Please let the Minister see this, and I hope that you will now recommend the balance to be paid at once.

I have the honor to be, Sir, your obedient servant,

AMOS PERLEY.

W. F. WHITCHER, Esq., Commissioner of Fisheries.

Private.

CHATHAM, Miramichi, 14th July, 1880.

DEAR SIR,—Referring to Overseer Perley's claim for balance of travelling expenses, &c., due him by Fishery Branch. The Minister told me the claim would be settled immediately after the Session closed. Would you kindly direct proper parties to give it attention as Mr. Perley is in want of the money, and oblige.

Yours very truly,

J. B. SNOWBALL.

W. SMITH, Esq., Ottawa.

CHATHAM, N.B., 26th August, 1879.

SIR,—I have the honor to acknowledge the receipt of the sum of \$33 from Mr. Harding, of St. John, which covers my disbursement bills as Fishery Overseer from January 1st to March 10th, 1879.

Will you have the kindness to inform me when I may expect settlement of my disbursements account for 1877 and 1878, &c.

I have the honor, &c.

AMOS PERLEY.

W. F. WHITCHER, Esq., Commissioner of Fisheries.

CHATHAM, 1st November, 1880.

SIR,—I have to acknowledge the receipt of your most extraordinary letter of the 6th October, in which you say that you do not feel justified in paying my claim, after all the promises you made to do so, and which I may consider finally disposed of and not to be re-opened again.

I have to inform you that your letter will meet with attention by me in every detail when the proper time arrives, as I will not accept this as final.

Yours, &c.,

AMOS PERLEY

Hon. J. C. POPE, Minister Marine and Fisheries.

POINT AUX BAR, 10th January, 1883.

As you are now again a member of Parliament, representing the County of Northumberland, we the undersigned, will now ask a favor of Your Honor.

It is not for ourselves that we ask, but it is for a friend of ours, and also a friend of Your Honor's, although for once under a heavy pressure went against you on account of not having money enough to pay his bills.

The favor we ask is, that Your Honor will do the best in your power to get the claim due him by the Department of Fisheries for travelling expenses to ex-Overseer Amos Perley, which we understand is about \$132.

We, as fishermen, believing his claim to be just, and knowing well that he performed his duty, attending to the smelt fishery in the winters of 1877-78, and the bass fishery at Napan in the spring of those years, and understanding that he did not receive one cent for that service, we, therefore, your supporters at all times, ask Your Honor to please give this your serious attention, and if at all possible, get Mr. Perley his money, who has laid out of it for a long time at a great disadvantage to him.

We have the honor to be, Sir, your obedient servants,

FINDLAY McDONALD,
PHINEAS GUNN,
ANGUS McDONALD,
ALEXANDER McDONALD,
ANGUS S. RUSSELL,

JOHN GUNN, SR.,
JOHN S. TAYLOR,
SIMON McDONALD,
FRANCIS McDONALD,
GEORGE TAYLOR.

Hon. P. MITCHELL, M.P., Ottawa.

OTTAWA, 28th February, 1883.

SIR,—In re the claim of Mr. Perley, late Fishery Officer of the County of Northumberland, New Brunswick, about which I addressed to you a communication, beg to recommend that the sum of \$100 be allowed him in full of his claim.

Yours, &c.

P. MITCHELL.

Hon Minister Marine and Fisheries.

CHATHAM, MIRAMICHI, 26th February, 1883.

DEAR SIR,—I received your letter of the 23rd January in answer to my letter and petition of some friends, and as I have heard nothing since about my claim, I take the liberty to write a few lines to Your Honor.

No doubt but that the multiplicity of Your Honor's duties keeps you very busy, but I am very anxious to hear from you, Sir.

Please will Your Honor let me know if there is any prospect of me getting my money.

God knows what I will do if I do not get it. I am reduced very low at present. I am not able to work now as I used to do, and it seems very hard to think that what I earned so hard and honest should be kept from me so long, and in such a clear case of wrong, and I have been promised it long ago. Your Honor will see by Mr. Whitcher's letter that Mr. Pope promised to pay me, and if you have seen my affidavit you will see the whole affair.

Will Your Honor please to try hard to get it for me, and I will ever be grateful.

I have the honor to be, Sir, your obedient servant,

AMOS PERLEY, *Ex-Overseer*

Hon. P. MITCHELL, M.P.

15th March, 1883.

SIR,—Please pay Mr. Amos Perley, of Chatham, Miramichi, a sum of \$100 in full of all demands for services and expenses as late Fishery Overseer, on his giving you a receipt in full.

I am, Sir, your obedient servant,

W. H. WHITCHER, *Commissioner of Fisheries.*

J. H. HARDING, Esq., St. John, N. B.

15th March, 1883.

SIR,—The Minister having directed that a sum of \$100 be paid to Mr. Amos Lerley in full of all demands for services or expenses as late Fishery Overseer, instructions have been given to the Agent at St. John to pay him that sum on his giving a receipt in full.

I am, Sir, your obedient servant,

W. F. WHITCHER, *Commissioner of Fisheries.*

on. P. MITCHELL, M.P., House of Commons.

RETURN

(37e)

an ADDRESS of the HOUSE OF COMMONS, dated 16th April, 1883:—
For Copies of all Orders in Council in force regulating the Close Season for Lobster Fishing and all Petitions and Correspondence in possession of the Government, since 1879, relating to the subject.

By Command,

HECTOR L. LANGEVIN

Department of Secretary of State.
12th May, 1883.

Acting Secretary of State.

CONTENTS.

Order in Council dated 23rd April, 1874.

“ 20th April, 1876.

“ 26th May, 1877.

“ 13th March, 1879.

Circular dated 2nd June, 1879.

“ “ 15th August, 1879.

Letter of instructions to Fishery Officers.

“ Circular to Fishery Officers.

“ Order in Council dated 8th July, 1880.

“ “ “ 22nd July, 1882.

“ “ “ 26th July, 1882.

GOVERNMENT HOUSE, THURSDAY, OTTAWA, 23rd day of April, 1874.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

On the recommendation of the Honorable the Minister of Marine and Fisheries, under the provisions of the 19th clause of “The Fisheries Act,” His Excellency has been pleased to make the following Regulation:—

“In the Provinces of Quebec, Nova Scotia and New Brunswick no person shall, during the months of July and August, fish for, catch, kill, buy, sell or have in possession any soft shelled lobster or female lobster, with eggs attached, nor shall lobsters of a less size than nine inches in length, measuring from head to tail, exclusive of claws or feelers, be at any time fished for, caught, killed, bought, sold or had in possession, but when caught by accident in nets or other fishing apparatus lawfully used for other fish; lobsters with eggs attached, soft shelled and young lobsters of a size than nine inches shall be liberated alive, at the risk and cost of the owner

of the net or apparatus, or by the occupier of the fishery, on whom, in every case shall devolve the proof of such actual liberation."

His Excellency has also been pleased to cancel the Fishery Regulation established by Order in Council of the 7th day of July, 1873, having reference to the Lobster Fishery, and the same is hereby cancelled accordingly.

W. A. HIMSWORTH, *Clerk, Privy Council.*

GOVERNMENT HOUSE, OTTAWA, THURSDAY, 20th day of April, 1876.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

On the recommendation of the Honorable the Minister of Marine and Fisheries and under the provisions of the Act passed in the Session of the Parliament of Canada held in the 31st year of Her Majesty's Reign, chaptered 60, and known as "The Fisheries Act",—

His Excellency, by and with the advice of the Queen's Privy Council for Canada has been pleased to make the following Fishery Regulations:—

"No person shall fish for, catch, kill, buy, sell or possess any lobsters between the 10th day of July and the 20th day of August in each year."

"Female lobsters in spawn or with eggs attached, soft shelled and young lobsters of less size than nine inches in length, measuring from head to tail, exclusive of claws or feelers, shall not be at any time fished for, caught, killed, bought, sold or possessed, but when caught by accident in nets or other fishing apparatus lawfully used for other fish, lobsters in spawn, or with eggs attached, soft shelled and young lobsters of a less size than nine inches, shall be liberated alive, at the risk and cost of the owner of the net or apparatus, or by the occupier of the fishery, on whom, in every case, shall devolve the proof of such actual liberation."

His Excellency has also been pleased to Order that the Regulation passed on the 24th of April, 1874, respecting "Lobster Fishing" be and the same is hereby repealed.

W. A. HIMSWORTH, *Clerk, Privy Council.*

GOVERNMENT HOUSE, OTTAWA, Saturday, 26th day of May, 1877.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

On the recommendation of the Honorable the Minister of Marine and Fisheries and under the provisions of the Act passed in the Session of the Parliament of Canada held in the 31st year of Her Majesty's Reign, chaptered 60, and known as "The Fisheries Act",—

His Excellency, by and with the advice of the Queen's Privy Council of Canada has been pleased to order, and it is hereby ordered, that the Fishery Regulation adopted by the Governor General in Council on the 19th day of May, 1876, relating to the Lobster Fishery, be rescinded, and that the following be substituted therefor:—

"In the Provinces of Nova Scotia, Prince Edward Island and that part of the Province of New Brunswick comprising the Counties of Charlotte, St. John and Albert, no person shall fish for, catch, kill, buy, sell or possess any lobsters from the 1st to the 31st day of August in each year.

"And in that part of the Province of New Brunswick comprising the Counties of Westmoreland, Kent, Northumberland, Gloucester and Restigouche, together with the Province of Quebec, no person shall fish for, catch, kill, buy, sell or possess any lobsters from the 20th day of August to the 15th day of September in each year."

W. A. HIMSWORTH, *Clerk, Privy Council.*

Extract from "The Canada Gazette" of Saturdāy, the 22nd day of March, 1879.

ORDER IN COUNCIL.

GOVERNMENT HOUSE, OTTAWA, Thursday, 13th day of March, 1879.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

On the recommendation of the Honorable the Minister of Marine and Fisheries and under the provisions of the 19th section of the Act passed in the Session of the Parliament of Canada, held in the 31st year of Her Majesty's Reign, chaptered 60, and known as "The Fisheries Act,"—

His Excellency, by and with the advice of the Queen's Privy Council for Canada, has been pleased to order, and it is hereby ordered, that the following Fishery Regulation be, and the same is hereby made and adopted :

Lobster Fishery.

All previous Orders in Council relating to the Lobstery Fishery are hereby rescinded, and the following substituted therefor;

1. In that part of the Province of Nova Scotia, comprising parts of the Counties of Cumberland and Colchester, on the Bay of Fundy, the Counties of Hants, Kings, Annapolis, Digby, Yarmouth, Shelburne, Queen's, Linnenburg, Halifax, Guysborough, Richmond, Cape Breton and Victoria; also in the Province of New Brunswick, comprising part of the County of Westmoreland, on the Bay of Fundy, and the Counties of Albert, St. John and Charlotte; it shall be unlawful to fish for, catch, kill, buy, sell or (without lawful excuse) possess any lobsters from the first day of August to the 1st day of April in each year.

2. In that part of the Province of Nova Scotia, comprising the Counties of Inverness, Antigonish, Pictou and parts of Colchester and Cumberland, on Northumberland Strait; and that part of the Province of New Brunswick comprising the Counties of Westmoreland (in part), Kent, Northumberland, Gloucester and Restigouche; also in the Provinces of Quebec and Prince Edward Island, it shall be unlawful to fish for, catch, kill, buy, sell or (without lawful excuse) possess any lobsters from the 20th day of August to 20th day of April in each year.

3. It shall be unlawful at any time to fish for, catch, kill, buy, sell or possess any female lobsters in spawn or with eggs attached, soft-shelled, or any young lobsters of less size than nine inches in length, measuring from head to tail, exclusive of claws or feelers; and when caught by accidents in nets or other fishing apparatus lawfully used for other fish, they shall be liberated alive at the risk and cost of the owner of the net or other apparatus, or by the occupier of the fishery, on either of whom shall devolve the proof of such actual liberation.

W. A. HIMSWORTH, *Clerk, Privy Council.*

DEPARTMENT MARINE AND FISHERIES,

FISHERIES BRANCH, OTTAWA, 2nd June, 1879.

SIR,—Referring to the terms of an Order in Council, dated 13th March, 1879, affecting the Lobster Fishery, I am desired by the Minister to instruct you, that this regulation is to be discreetly enforced.

Besides fixing a specific close-time, between given dates, the regulation provides generally against the destruction of berried lobsters; but as female lobsters in spawn must be found more or less at various times throughout the open season, the Department does not desire that this prohibition shall be insisted on to an indiscriminate extent, so as to unreasonably impede fishing and hamper the business of canning. It is not at all desirable that such portion of the regulation should be so rigidly applied as to necessitate or encourage any person to resort to a practice of removing the eggs at the time of capture, so as to conceal the evidence of condition. This would not have the effect designed by the restriction, namely: to protect the breed-

ing lobsters and thereby preserve the fishery in good state of productiveness. Therefore you will exercise such reasonable discretion in this respect as shall not unduly restrict the operations of the fishermen and canners, whilst at the same time affording fair protection to the spawning lobsters.

Please also to understand that during some part of the fall months, when fresh lobsters are again fit for food, an Order in Council will be passed to authorize their being caught for a certain period for immediate consumption, but not for curing or exportation.

I am, Sir, your obedient servant,

W. F. WHITCHER, *Commissioner of Fisheries.*

To ———

Fishery Overseer.

DEPARTMENT MARINE AND FISHERIES,

Circular.

FISHERIES BRANCH, OTTAWA, 15th August, 1879.

SIR,—The Minister having carefully considered the various statements made in petitions and other correspondence, respecting the existing Fishery Regulation applicable to the Lobster Fishery, I am desired to inform you that it is not found advisable to extend the time for fishing and packing therein prescribed. The Order in Council of 13th March last will continue to be strictly enforced. It is believed to be for the best interests of all persons concerned, and the Minister trusts that canner and fishermen alike will be benefitted by the results.

There is said to be an intention in some quarters to keep open the factories ostensibly for the purpose of canning mackerel, but in reality to offer an inducement to lobster fishermen to catch and supply for manufacture. The Fishery Officers are therefore enjoined to exercise increased vigilance, and to prosecute, with the utmost rigor of the law, any persons who evade or violate the same. Well disposed persons many of whom are extensively engaged in catching and curing lobsters, have assured this Department of their countenance and support in enforcing what they believe to be timely and judicious means of rescuing our Lobster Fisheries from permanent injury. The Fishery Officers will therefore avail themselves of information and assistance from such sources, and will not fail to report in what quarters and from what establishments any hostility proceeds.

I am, Sir, your obedient servant,

W. F. WHITCHER, *Commissioner of Fisheries.*

To ———

DEPARTMENT MARINE AND FISHERIES,

FISHERIES BRANCH, OTTAWA, 26th September, 1879.

SIR,—Referring to the instructions given you on the 2nd June and 15th August last, the Minister directs that fishermen and others in your division be allowed to catch lobsters during the present season for private use and immediate consumption and for the purpose of supplying the local markets and trans-Atlantic steamers, from and after 1st October next.

You will please inform all interested parties accordingly, and will not fail to warn them, should the privilege be abused, or should it be found that it is used to cloak the packing of lobsters during the prohibited season, it will be immediately withdrawn.

I am, Sir, your obedient servant,

W. J. WHITCHER, *for Minister Marine and Fisheries.*

To Fishery Officers in Nova Scotia, New Brunswick, Quebec and P.E. Island.

DEPARTMENT MARINE AND FISHERIES,

Circular.

FISHERIES BRANCH, OTTAWA, 13th July, 1880.

SIR,—By an Order in Council dated 8th instant, the regulation of 13th March, 1879, prescribing a close time for the lobster fishery, is amended by extending the fishing season during the current year for ten days.

Please inform all interested parties accordingly.

I am, Sir, your obedient servant,

W. F. WHITCHER, for *Minister Marine and Fisheries*.

To Fishery Officers in Nova Scotia, New Brunswick, Quebec and P.E. Island.

GOVERNMENT HOUSE, OTTAWA, Thursday, 8th July, 1880.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

On the recommendation of the Honorable the Minister of Marine and Fisheries, and under the provisions of the 19th section of the Act passed in the Session of the Parliament of Canada, held in the thirty-first year of Her Majesty's reign, chaptered 60 and known as "The Fisheries Act," His Excellency, by and with the advice of the Queen's Privy Council for Canada, has been pleased to order, and it is hereby ordered, that the Order in Council of the 13th March, 1879, prescribing a close time for the Lobster Fishery, be and the same is hereby amended by extending the fishing season, in the current year, for ten days.

J. O. COTÉ, *Clerk, Privy Council*.

Extract from "The Canada Gazette" of Saturday, the 29th day of July, 1882.

ORDER IN COUNCIL.

GOVERNMENT HOUSE, OTTAWA, Saturday, 22nd day of July, 1882,

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

On the recommendation of the Honorable the Minister of Marine and Fisheries, and under the provisions of the 19th section of the Act passed in the Session of the Parliament of Canada, held in the 31st year of Her Majesty's Reign, chaptered 60, and known as "The Fisheries Act,"—

His Excellency, by and with the advice of the Queen's Privy Council for Canada, has been pleased to order, and it is hereby ordered, that the Order in Council of 13th March, 1879, prescribing a close time for the lobster fishery, be and the same is hereby amended by extending the fishing season, in the current year, for twenty-one days, in the Provinces of Quebec and Prince Edward Island, and in the Counties of Restigouche, Gloucester, Northumberland, Kent and that part of the County of Westmoreland, situated on Northumberland Strait, in the Province of New Brunswick.

JOHN J. MCGEE, *Clerk, Privy Council*.

Extract from "The Canada Gazette" of Saturday, the 29th day of July, 1882.

ORDER IN COUNCIL.

GOVERNMENT HOUSE, OTTAWA, Wednesday, 26th day of July, 1882.

Present :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

On the recommendation of the Honorable the Minister of Marine and Fisheries, and under the provisions of the 19th section of the Act, passed in the Session of the

Parliament of Canada, held in the 31st year of Her Majesty's Reign, chaptered 6 and known as "The Fisheries Act,"—

His Excellency, by and with the advice of the Queen's Privy Council for Canada has been pleased to order, and it is hereby ordered, that the Order in Council of 13th March, 1879, prescribing a close time for the Lobster Fishery, be and the same hereby amended by extending the fishing season in the current year for fourteen days in the Province of Nova Scotia.

JOHN J. MCGEE, *Clerk, Privy Council.*

RETURN

(38)

By an ORDER of the HOUSE OF COMMONS, dated 19th February, 1883;—For a Statement showing the number of seizures made at each Port of Entry, in the Dominion, during the last fiscal year, and also during the six months ending the 31st December last,—the amount of fines exacted at each Port during each of said periods, and the manner in which the said fines are disposed of, giving the names of the officers receiving any portion thereof, and the amount received by each of such officers from said fund.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
7th March, 1883.

Acting Secretary of State.

RETURN

(39)

To an ADDRESS of the SENATE, dated 2nd March, 1883 :—Praying His Excellency to cause to be laid before this House, all Memorials, Correspondence and Communications of any kind in the possession of any Department or officers of the Government relating to the *Mail Service* between *Canada* and the *United Kingdom*, or to the rates of freight charged by the proprietors of the line of steamships by which such Mail Service is performed.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
7th March, 1883.

Acting Secretary of State.

INTERCOLONIAL RAILWAY, GENERAL FREIGHT AGENT'S OFFICE, TORONTO, 27th September, 1882.

GENTLEMEN,—Referring to recent interviews respecting traffic arrangements from Liverpool and Glasgow to the Maritime Provinces and Ontario *via* Halifax. According to agreement I beg to submit the following propositions and concessions of divisions on through rates for your consideration, viz. :—

The grouping heretofore existing between Halifax, Pictou, St. John, Rivière du Loup and intermediate stations, will be extended to Chaudière Junction, and will embrace local points on the Rivière du Loup section, and to be divided as under :—

Weight or Measurement Goods.

Steamer's proportion, 66.66 per cent. of through rate.

Railway's " 33.34 " " " "

Goods for Point Lévis or Quebec :—

Steamer's proportion, 55 per cent. of through rate, dead weight.

Railway's " 45 " " " " "

Measurement Goods.

Steamer's proportion, 58 per cent. of through rate.

Railway's " 42 " " " "

From these figures you will perceive that to points on the Rivière du Loup section, a large reduction has been made in favor of the steamer.

And for goods to Point Lévis and Quebec, 5 per cent. additional has been allowed the steamer.

The ferry charges to Quebec to be divided between the steamer and the railway. And on goods to Grand Trunk points west of Chaudière Junction, the attached sheet will show the proposed concessions made by the Intercolonial Railway in favor of the steamer :—

From Chaudière Junction to Kingston, reduction 5 per cent.

From Collins Bay to Toronto, reduction 4 per cent.

West of Toronto, reduction 3 per cent.

The amount paid the railway heretofore on immigration traffic has been five dollars per head to Chaudière Junction or Point Lévis. This the Department proposes to reduce to four dollars.

The Department expects that equal rates will be quoted in Liverpool and Glasgow to western points, *via* Halifax, Portland and Boston.

I may mention that the despatch given to goods in previous years, although considered by our patrons very good, I think I am justified in saying that in consideration of our increased wharf facilities, and improved equipment, we are in a better position this season to handle European traffic than in any previous year.

Yours truly,

GEO. TAYLOR.

Messrs. H. & A. ALLAN, Montreal.

PROPOSED DIVISIONS of Through Rates on West-bound Traffic, *ex.* Allan Line Steamers *via* Halifax, season 1882-83.

To Grand Trunk Railway Points.	Dead Weight.			Measurement.		
	S.S. p. c.	I.C.R. p. c.	G.T. ^R p. c.	S.S. p. c.	I.C.R. p. c.	G.T. p. c.
Montreal to Stations East to Chaudière.....	*52	31	17	55	31	17
Point Claire to Kingston.....	*47	26	27	50	27	27
Collins Bay to Toronto.....	*44	24	32	51	25	27
Carleton to Guelph and Galt.....	*43	24	33	46	25	27
Hamilton.....	*43	24	33	46	25	27
Petersburg to London.....	*39	23	38	45	24	33
Travistock to Erie and Buffalo.....	*37	25	38	36	22	44
Sebringville to Goderich.....	*33	21	46	36	22	44
Granton to Sarnia.....	*33	21	46	36	22	44
	30	24	46	33	25	44

* The figures marked with an asterisk are those proposed.

INTERCOLONIAL RAILWAY, GENERAL FREIGHT AGENT'S OFFICE,
MONCTON, N. B., 2nd October, 1882.

DEAR SIR,—I beg to enclose copy of a letter sent to Messrs. H. and A. Allan offering certain concessions on divisions of through rates from Europe to Quebec and Ontario.

In addition to the divisions named therein, I stated verbally to Mr. Smith, manager for the Allan Line, that the summer divisions from Halifax to St. John would remain in force on shipments *ex* their line.

Messrs. H. and A. Allan declined to close the agreement for the coming winter, based on the terms offered, as they state it would be more advantageous for them to carry the business *via* Portland and Boston.

I am aware the divisions received by them last season on goods carried to the west by Boston and Portland, were larger than *via* Halifax. On the other hand, the Halifax, St. John and Quebec trade, which is of considerable importance to any line calling at Halifax, must be taken into consideration. On this business fair rates to

obtained. I also informed them that the proposed terms would only apply to their steamers or any company that would guarantee to run a weekly line *via* Halifax.

Mr. Andrew Allan stated, however, that he intended to have an interview with Sir Charles Tupper immediately on his return. On my way down I met Sir Charles, and mentioned the matter to him, although I had not an opportunity of giving him all particulars of the terms offered. He stated he would communicate here if necessary.

Yours truly,

GEORGE TAYLOR.

D. POTTINGER, Esq., Chief Superintendent I. C. R.

ALLAN LINE OF ROYAL MAIL STEAMSHIPS, HUGH AND ANDREW ALLAN, AGENTS,
MONTREAL, 1st November, 1882.

MY DEAR SIR CHARLES,—On giving consideration to your suggestion that a confidential memorandum covering the purport of our discussion of to-day should be sent to Quebec in order that you may be in a position to talk the matter over with the officers of the Intercolonial on your way to Halifax, it has presented itself to my mind that it would be very much better if you would kindly arrange for us to have an interview with yourself and Messrs. Schrieber, Pottinger and Taylor on your return to this city, or if preferred, upon your getting back to Ottawa.

I will be prepared under this arrangement to meet you here or in Ottawa at any time you might appoint, with a view to a full discussion of the whole question, and of proper divisions for an interchange of traffic being arrived at.

In the light of the figures submitted to you this morning, it must be quite clear that the interests of the Intercolonial, as well as those of the steamers, require that full discussion of these matters should be had at an early date.

If you approve of my suggestion, there will, of course be no necessity for sending the proposed memorandum to Quebec.

Will you kindly advise me on this point "Yes or No" per bearer.

Yours very truly,

ANDREW ALLAN.

on. Sir CHARLES TUPPER, K. C. M. G.

ALLAN LINE OF ROYAL MAIL STEAMSHIPS, HUGH AND ANDREW ALLAN, AGENTS.
MONTREAL, November 2nd, 1882.

Confidential.

MY DEAR SIR CHARLES,—It is proposed by Mr. Taylor, General Freight Agent of the Intercolonial, in respect to traffic arrangements with the Allan Line, in connection with imports from Liverpool and Glasgow to the Maritime Provinces and Ontario *via* Halifax:

First.—That the grouping heretofore existing between Halifax, Pictou, St. John, Rivière du Loup and intermediate stations shall be extended to Chaudière, and shall embrace local points on the Rivière du Loup section; the through rates to be divided on the basis of two-thirds, or 66.66 per cent., to the steamships, and one-third, or 33.33 per cent., to the railway.

During the season of summer navigation the railway has carried traffic to St. John on the basis of 30 per cent. of the through rate, irrespective of quantities, and of its proportion has borne the cost of discharging the cars at destination and of handling and delivering the property there.

I contend that in view of the volume of business, the traffic can be handled during the winter season on more favorable terms than through the summer months,

and that a much less percentage than the summer rate to St. John should be accepted for winter business, and particularly is this the case as regards traffic handed over to the Grand Trunk at Chaudière, as on such business the expense of handling at destination—an important fact or in estimating cost—is not incurred by the Intercolonial.

Second.—It is proposed that in the case of traffic for Point Lévis the through rates shall be apportioned as under:

Dead weight, steamship, 55 per cent.; railway, 45 per cent.

Measurement, steamship, 58 per cent.; railway, 42 per cent.

On through traffic for Point Lévis, brought by the way of Portland, the Grand Trunk Railway accepts from its connecting steamship lines the following division:

Dead weight, steamship 70 per cent., railway 30 per cent.

Measurement, steamship 75 per cent., railway 25 per cent.

By bringing Point Lévis goods on to Portland instead of landing them at Halifax, a saving to the steamers would be effected of 15 per cent. of the through rate on dead weight, and 17 per cent. of the through rate on measurement.

And in like manner the steamships' earnings to other districts in Canada would be enhanced by the following proportions of the through rates:—

	Dead Weight.	Measurement.
Montreal.....	18 p.c.	20 p.c.
Point Claire to Kingston.....	16 p.c.	18 p.c.
Collins Bay to Toronto.....	16 p.c.	19 p.c.
Carleton to Guelph and Galt.....	17 p.c.	19 p.c.
Hamilton.....	12 p.c.	14 p.c.
Petersburg to London.....	15 p.c.	18 p.c.
Tavistock to Erie and Buffalo.....	18 p.c.	14 p.c.
Sebringville to Goderich.....	12 p.c.	14 p.c.
Granton to Sarnia.....	12 p.c.	14 p.c.

During the season of St. Lawrence navigation, the Grand Trunk transports through measurement traffic from Point Lévis to Toronto for 30 per cent., and from Montreal to Toronto for 25 per cent. of the through rates—and to other places in Canada on equivalent terms bearing the expense of handling the goods and loading the cars, and in the case of Montreal cargo, also assuming its percentage proportion of Montreal harbor dues or wharfage, while on traffic simply handed over to the Grand Trunk at Chaudière during the winter season, it is proposed to tax us with a percentage deduction of 24 per cent. on Toronto measurement traffic. I contend that on all through goods *via* Halifax handed over to the Grand Trunk Railway at Chaudière, its proportions of the through rates should be reduced below the percentages applicable to summer through traffic *via* Point Lévis, equivalent to the cost of handling the cargo ex-steamers and of loading the property into the cars, and I consider that in this respect the divisions applicable to west-bound through traffic *via* Montreal during the summer season, would, in view of all the circumstances, be the proper percentage divisions to apply to through traffic handed over to the Grand Trunk at Chaudière throughout the season of winter navigation.

In former years, before the Halifax callings were taken up, and before our passenger and exclusive arrangements were severed with the Grand Trunk, the rates of passage current to and from Point Lévis during the summer season were the rates which prevailed to and from Portland during the winter months. I think it can fairly be demanded from the Grand Trunk that the said summer rates should be accepted as the basis of its passenger traffic arrangements with the Intercolonial and that equivalent reductions should be accorded to us on the through passenger business to Halifax.

I believe the above embraces the facts you desired me to place before you in connection with a view to their discussion with Mr. Schreiber and Mr. Pottinger on the occasion of your visit to Halifax. The other points in connection with the on-

nature of the Halifax service, I esteem to be matters that can more properly be discussed at the interview which I trust you will kindly accord me either here or at Ottawa after your return, and which I trust will have an important influence in inducing you to accord to us the commissions I consider we are fairly entitled to.

Yours very truly,

ANDREW ALLAN.

Hon. Sir CHAS. TUPPER, K.C.M.G., Quebec, P.Q.

OTTAWA, November 11th, 1882.

From Montreal to Hon. Sir C. Tupper:

We assume that if we instruct our Liverpool and Glasgow agents to adopt same through rates *via* Halifax, as by Portland and Boston, that you will refuse to convey through goods from other steamers at less than local tariff rates from Halifax or St. John unless they agree to conform their through rates to ours. Any competition in rates would of course prove ruinous to earnings of the Intercolonial on European traffic as well as to the steamers. Kindly reply by telegraph as it is necessary I should cable instructions to Liverpool and Glasgow agents, for their guidance in fixing rates.

ANDREW ALLAN.

AGREED Division of Through Rates on West bound Traffic, ex-Allan Line steamers *via* Halifax. Season, 1882-83.

To Grand Trunk Railway Points.	Dead Weight.			Measurement.		
	S. S. p.c.	I. C. R. p.c.	G. T. R. p.c.	S. S. p.c.	I. C. R. p.c.	G. T. R. p.c.
Montreal to stations east of Chaudiere.....	52	31	17	55	31	14
Point Claire to Kingston	47	26	27	50	27	23
Dolliers' Bay to Toronto.....	44	24	32	51	25	24
Carleton to Guelph and Galt	43	24	33	46	25	29
Hamilton.....	43	24	33	46	25	29
Petersburg to London	39	23	38	45	24	31
Navistock to Erie and Buffalo.....	37	25	38	36	22	42
Gebringville to Goderich.....	33	21	46	36	22	42
Granton to Sarnia.....	33	21	46	36	22	42

On Hamilton traffic deduct four (4) cents per 100 lbs. (pounds), and take same divisions as Carleton to Guelph and Galt.

15th November, 1882.

AGREED Divisions of Through Rates on European Traffic, ex-Allan Line steamship at Halifax. Season, 1882-83.

	Dead Weight.		Measurement.	
	Railway, p.c.	Steamer, p.c.	Railway, p.c.	Steamer, p.c.
Halifax to Pictou.....				
do Point du Chene.....				
do Coldbrook.....	33·34	66·66	33·34	66·66
do Chaudière Junction and Intercolonial stations.....				
do St. John Station.....	30	70	30	70
do Point Levi.....				
do Quebec.....	45	55	42	58

The ferry charges at Quebec to be divided between the railway and steamer.

Goods for Charlottetown, Prince Edward Island, one dollar (\$1) per ton weight or measurement to be deducted for the steamer's freight between Pictou and Charlottetown and the balance divided above divisions, and shipments for points on the Prince Edward Island Railway, two dollars (\$2) per ton weight or measurement to be deducted from steamer and railway and balance divided between Steamship Company and Intercolonial Railway.

15th November, 1882.

OTTAWA, 13th November, 1882.

From Montreal to Sir C. Tupper :

If Mr. Smith leaves for Ottawa by to-morrow morning's train will you accord him an interview in the matter of through traffic *via* Halifax. If so, at what hour?

ANDREW ALLAN.

13th November, 1882.

Andrew Allan, Montreal :

Will be glad to see Mr. Smith at three p.m., to-morrow.

CHARLES TUPPER.

OTTAWA, 15th November, 1882.

From Montreal to Sir C. Tupper :

Your letter thirteenth received on basis of thirty per cent. to Intercolonial steamers would have to pay twelve shillings per ton on fine goods to St. John, whereas cost transport from Portland is only one dollar and eighty five cents or seven shillings and seven pence per ton, the proposed division is therefore prohibitive.

ANDREW ALLAN.

16th November, 1882.

Andrew Allan, Montreal :

Your message received. letter mailed you which you should receive to-night. Mr. Pottinger will see you to-day upon the subject of your telegram of yesterday.

CHARLES TUPPER.

OTTAWA, 16th November, 1882.

From Montreal to C. Schreiber :

If possible it would be well to put a clause in Allan's letter making it a condition that the Glasgow steamers call at Halifax at least fortnightly, otherwise goods for St. John must come by Portland or Boston.

D. POTTINGER.

OTTAWA, 16th November, 1882.

from Montreal to Sir C. Tupper :

It is of utmost importance we should be in a position to cable on Liverpool and Glasgow agents at once in respect to rates. Please advise me by telegraph of your decision in regard to Mr. Smith's personal application.

ANDREW ALLAN.

OTTAWA, 18th November, 1882.

Telegraph from Montreal to Sir C. Tupper :

Assuming that our tariff rates will be protected *via* St. John in same manner *via* Halifax, I accept the terms and conditions of your letter of sixteenth, provided recommended by Mr. Taylor. The railway proportion of through freight is made twenty-five per cent. between Halifax and St. John, and *vice versa*, and thirty-three and one-third per cent. of through rate from St. John to other places on line Intercolonial, after deduction of cost conveyance from steamers to St. John. Please reply by telegraph.

ANDREW ALLAN.

OTTAWA, 19th November, 1882.

Telegraph from South Quebec to C. Schreiber :

The Allans complained that, while the Grand Trunk only received thirty per cent. of the through rate of freight to Toronto, we ask them 'thirty per cent. of the through rates on freight from Halifax to St. John and St. John to Halifax. As the difference in distances is so great, I would recommend that, for goods landed at Halifax for St. John the railway accept twenty-five per cent. of the through rate, and that on goods for Halifax *via* of Portland and St. John, the railway accept twenty-five per cent. after deducting cost of carriage from Portland to St. John, the provisions to all inland points to remain as already agreed upon, that is, thirty-three and a third per cent. The Allans also ask that their rates by way of St. John should be protected in the same way as agreed upon, by way of Halifax, and I do not see that we can reasonably object to this.

D. POTTINGER.

OTTAWA, 21st November, 1882.

from Montreal to Sir C. Tupper :

Our friends cable that through rates *via* Halifax are reduced fifty per cent. in consequence of Dominion Line refusing to agree through rates and insisting upon our charging higher rates *via* Halifax than *via* Portland, to prevent the unnecessary and disastrous losses arising from the course pursued by Dominion Line. Kindly inform David Torrance and Company, Agents of the Company line by telegraph, that local tariff rates will be exacted on their traffic *via* Halifax, unless same through rates be maintained as *via* Portland. Please advise me by telegraph that you have notified Torrances in order that I may cable my friends without loss of time.

ANDREW ALLAN.

OTTAWA, 22nd November, 1882.

from Moncton, N. B., to C. Schreiber :

Is the reduction of St. John goods *via* Allan Line to twenty five per cent. approved?

D. POTTINGER.

November 22nd, 1882.

Memorandum.

The undersigned has the honour to represent that propositions have been submitted to him by the Allan Steamship Company in relation to the transport of freight on the steamers of their line and over the Intercolonial Railway, the object in view being that freight forwarded *via* Halifax or St. John shall be placed in a not less advantageous position in respect of cost of transport than freight forwarded *via* Portland or Boston, and that as large a proportion as possible of this carrying trade may be secured to Canada.

That the Company agree to charge the same rates from Liverpool and Glasgow to the Maritime Provinces, Quebec, Ontario and points west and north-west as Halifax or St. John and the Intercolonial Railway, or *via* Portland or Boston, and they further agree that no discrimination shall be made by them, their officers or agents, here or in Great Britain, either directly or indirectly against the Intercolonial Railway route, it being a condition (inserted in order to prevent the failure of the arrangement through the undue competition of steamers which only occasionally visit these ports) that all steamers, rates by which from Great Britain are less than those of the Allan Line for similar freight during the same week shall be charged the tariff rates over the Intercolonial Railway chargeable to merchants in Halifax and St. John for the forwarding of the same class of goods. The Company agree to accept the percentage of through rates, set down in the hereto annexed lists, representing the division of such rates between the Railway and Company respectively; the whole arrangement to continue in force throughout the present winter.

The undersigned seeing how desirable it is in the interests of the whole country, that all possible encouragement should be given towards the maintenance of regular and reliable ocean communication between Canadian ports and Great Britain, recommends that authority be given for the acceptance of the proposition made by the Allan Company as above stated, and for the adoption of the division of rates suggested.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

AGREED DIVISIONS of Through Rates of West bound Traffic ex-Allan Line Steamers *via* Halifax. Season, 1882-83.

To Grand Trunk Railway Points.	Dead Weight.			Measurements.		
	S.S. p. c.	I.C.R. p. c.	G.T.R. p. c.	S.S. p. c.	I.C.R. p. c.	G.T.R. p. c.
Montreal to Stations East to Chaudière	52	31	17	55	31	17
Point Claire to Kingston.....	47	26	27	50	27	27
Collins Bay to Toronto.....	44	24	32	51	25	32
Carleton to Guelph and Galt	43	24	33	46	25	33
Hamilton.....	43	24	33	46	25	33
Petersburg to London.....	39	23	38	45	24	38
Tavistock to Erie and Buffalo.....	37	25	38	36	22	38
Sebringville to Goderich	33	21	46	36	22	46
Granton to Sarnia	33	21	46	36	22	46

On Hamilton traffic deduct four (4) cents per 100 pounds and take same divisions as Carleton to Guelph and Galt.

GREED DIVISIONS of Through Rates on European Traffic ex-Allan Line Steamers at
Halifax and St. John. Season, 1882-83.

To Intercolonial Railway Points.	Dead Weight.		Measurement.	
	Railway. p. c.	Steamers. p. c.	Railway. p. c.	Steamers. p. c.
Halifax to Pictou.....	33·34	66·66	33·34	66·66
do Point du Chesne.....				
do Cold Brook.....				
do Chaudière Junction and all intermediate stations				
the same division from St. John after deducting cost of conveyance from steamer to St. John.)				
Halifax to St. John Station and <i>vice versa</i>	25	75	25	75
do Point Lévis.....	45	55	42	58
do Quebec				

The ferry charges at Quebec to be divided between the Railway and the Steamer.

Goods for Charlottetown, Prince Edward Island, one dollar (\$1.00) per ton weight or measurement, to be deducted for the steamer's freight between Pictou and Charlottetown, and the balance divided on the same divisions, and shipments for points on the Prince Edward Island Railway two dollars (\$2.00) per ton weight or measurement, to be deducted for steamer and railway and balance to be divided between Steamship Co. and Intercolonial Railway.

OTTAWA, 24th November, 1882.

from Montreal, to Sir C. Tupper :

This is English mail day, and I would like very much to be able to advise my friends in Liverpool and Glasgow, what result the Council arrived at on the subject of my telegram to you, of the 21st instant.

ANDREW ALLAN.

24th November, 1882.

Andrew Allan, Montreal :

Regret that the illness of Sir Leonard Tilley's son, and his absence from Council, has prevented from reaching decision. You can write saying question is pending, and will cable afterwards.

CHARLES TUPPER.

OTTAWA, 29th November, 1882.

from Moncton, N.B., to C. Schreiber :

Please say what percentage has been finally arranged with the Allans, for St. John and Halifax goods.

D. POTTINGER.

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 29th November, 1882.

On a memorandum dated 22nd November, 1882, from the Minister of Railways and Canals, representing that the Allan Steamship Company have submitted propositions in relation to the transport of freight on the steamers of their line, and over the Intercolonial Railway, the object in view being that freight forwarded *via* Halifax and St. John shall be placed in a not less advantageous position in respect of cost of transport, than freight forwarded *via* Portland or Boston, and that as large a proportion as possible of this carrying trade may be secured to Canada.

The Minister further represents that the Company agree to charge the same rates from Liverpool and Glasgow to the Maritime Provinces, Quebec, Ontario and points west and north-west *via* Halifax or St. John, and the Intercolonial Railway *via* Portland or Boston, and they further agree that no discrimination shall be made by them, their officers or agents, here, or in Great Britain, either directly or indirectly against the Intercolonial Railway route, it being a condition (inserted in order to prevent the failure of this arrangement through the undue competition of steamers which only occasionally visit these ports) that all steamers, rates by which from Great Britain are less than those of the Allan line for similar freight during the same week shall be charged the tariff rates over the Intercolonial Railway, chargeable to merchants in Halifax and St. John, for the forwarding of the same class of goods. The Company agree to accept the percentage of through rates set down in the hereto annexed lists, representing the division of such rates between the Railway and the Company respectively, the whole arrangement to continue in force throughout the present winter.

The Minister seeing how desirable it is in the interests of the Dominion that possible encouragement should be given towards the maintenance of regular and reliable ocean communication between Canadian ports and Great Britain, recommends that authority be given for the acceptance of the proposition made by the Allan Company as above stated, and for the adoption of the division of rates suggested.

The Committee concur in the above recommendation, and submit the same to Your Excellency's approval.

JOHN J. MCGEE.

Hon. Minister Railways and Canals.

AGREED DIVISIONS of Through Rates on West-bound Traffic, ex. Allan Line Steamers *via* Halifax. Season 1882-83.

To Grand Trunk Railway Points.	Dead Weight.			Measurement.		
	S.S. p. c.	I.C.R. p. c.	G.T.R. p. c.	S.S. p. c.	I.C.R. p. c.	G.T.R. p. c.
Montreal to Stations East to Chaudière.....	52	31	17	55	31	
Point Claire to Kingston	47	26	27	50	27	
Collins Bay to Toronto.....	44	24	32	51	25	
Carleton to Guelph and Galt.....	43	24	33	46	25	
Hamilton.....	43	24	33	46	25	
Petersburg to London	39	23	38	45	24	
Tavistock to Erie and Buffalo	37	25	38	36	22	
Sebringville to Goderich.....	33	21	46	36	22	
Granton to Sarnia.....	33	21	46	36	22	

On Hamilton tariff deduct four (4) cents per 100 pounds, and take same divisions as Carleton to Guelph and Galt.

AGREED DIVISIONS of Through Rates on European Traffic, ex Allan Line Steamers at
Halifax and St. John. Season 1882-83.

To Intercolonial Railway Points.	Dead Weight.		Measurement.	
	Railway. p. c.	Steamers. p. c.	Railway. p. c.	Steamers. p. c.
Halifax to Pictou	33·34	66·66	33·34	66·66
do Point du Chesne.....				
do Cold Brook.....				
do Chaudière Junction.....				
do All intermediate Stations.....				
(The same division from St. John after deducting cost of conveyance from steamer to St. John.)				
Halifax to St. John station and <i>vice versa</i>	25	75	25	75
do Point Levis.....	45	55	42	58
do Quebec				

The ferry charges at Quebec to be divided between the railway and the steamer.

Goods for Charlottetown, Prince Edward Island, one dollar (\$1.00) per ton, weight or measurement, to be deducted for the steamer's freight between Pictou and Charlottetown, and the balance divided on above divisions and shipments for points on the Prince Edward Island Railway two dollars (\$2.00) per ton, weight or measurement, to be deducted for steamer and railway, and balance to be divided between Steamship Co. and Intercolonial Railway.

OTTAWA, 6th December, 1882.

SIR,—I am directed to enclose you two copies of an Order in Council dated the 19th ult., having reference to the division of through rates on west-bound traffic ex Allan Line of steamers *via* Halifax or St. John for the season of 1882-3. You will please retain one copy thereof for the use of your office and have the other transmitted to Mr. Pottinger.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

J. SCHREIBER, Esq., Chief Eng'r. Govt. Ry's.

SUPPLEMENTARY RETURN

(39a)

To an ADDRESS of the SENATE, dated 2nd March, 1883;—For all Memorial Correspondence and Communications of any kind, in the possession of any Department or Officers of the Government, relating to the Mail Service between Canada and the United Kingdom, or to the rates of freight charged by the Proprietors of the Line of Steamships by which such Mail Service is performed.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
12th March, 1883.

Acting Secretary of State.

Telegram.

OTTAWA, 11th November, 1882.

Your telegram of this date, I expect that the same rates will be quoted from Liverpool and Glasgow, to western points *viâ* Halifax as *viâ* Boston or Portland. The proposition you make would practically exclude freight steamers from calling at Halifax, and have an injurious effect in the Intercolonial route; consequently, I regret that I cannot entertain it. But it has been decided upon, that the favorable division agreed upon with your weekly line will not apply to casual steamers calling at Halifax for their convenience.

CHARLES TUPPER.

ANDREW ALLAN, Montreal.

OTTAWA, 13th November, 1882.

MY DEAR MR. ALLAN,—I beg to acknowledge receipt of your valued favor of the 2nd inst., having reference to division of through rates on traffic landed from your steamers at Halifax, from Liverpool and Glasgow to Intercolonial Railway Station, and to Montreal and points in Ontario.

At the interview which I, with my officers had the pleasure of having with you on Wednesday last, 8th inst., all the points therein referred to, were fully discussed, and since that I have carefully looked over the propositions which have already been made, and which were admitted to be reasonable and satisfactory, so far as the Intercolonial Railway propositions were concerned, with the exception of St. John business *viâ* Halifax, but as you expressed your opinion that the Grand Trunk Railway proportion should be reduced on account of the freedom of the Grand Trunk from ocean terminal and other charges set forth, the general freight agent of the Intercolonial Railway called upon the officers of the Grand Trunk, with a view of endeavoring to obtain a modification, but they declined to make any change which would give the Grand Trunk Railway a less proportion of the through rates than they received last year.

Under these circumstances, I propose in addition to the concessions named in Mr. Taylor's letter, to reduce the proportion accruing to the Intercolonial Railway on St. John traffic *viâ* Halifax, 33·34 per cent. to 30 per cent.

I have also given instructions with regard to traffic, ex your steamers at Point Lévis for St. John, during the past summer, to have the accounts adjusted and the through rates divided on the basis of last winter's business from Halifax to St. John, namely, steamers 66·66 per cent.; railway, 33·34 per cent.

Yours faithfully,

CHARLES TUPPER.

ANDREW ALLAN, Esq., Montreal.

OTTAWA, November 16th, 1882.

MY DEAR MR. ALLEN,—Referring to the interview yesterday between your Mr. Smith and the officers of my Department respecting traffic carried from Liverpool and Glasgow by your steamer, *via* Halifax and the Intercolonial Railway for the Maritime Provinces, Quebec, Ontario, and points west and north-west.

My officers have explained to me your wishes as expressed by Mr. Smith, namely, that with a view of maintaining the rate of freight by your steamers, the Intercolonial Railway should charge all steamers offering freight at lower rates than those received by your steamers for similar freight during the same week the tariff rates charged to merchants in Halifax for the same class of goods forwarded, in consideration of which you agree to charge the same rates from Liverpool and Glasgow, *via* Halifax and the Intercolonial Railway, to the Maritime Provinces, Quebec, Ontario and points west and north-west, as *via* Portland and Boston, and that no discrimination shall be made by you, your officers or agents, here or in Great Britain, either directly or indirectly against the Intercolonial Railway route.

In regard to this matter I desire to say that assuming the divisions already submitted to you, of which the attached is a copy, are those upon which the business is to be conducted during this winter, I will agree to that period to the terms explained by my officers and set forth above. My object in dealing so liberally with this matter is to give what encouragement I can to your steamers and to obtain as large a share as possible of the carrying trade of Canada.

I am, yours faithfully,

CHARLES TUPPER.

ANDREW ALLEN, Esq., Montreal.

22nd November, 1882.

Your telegram received. The whole subject will be considered in Council to-morrow, when I will let you know the result.

CHARLES TUPPER.

ANDREW ALLAN, Montreal.

27th November, 1882.

GENTLEMEN,—I beg to enclose herewith a copy of a memorandum to Council on the subject of the division of through rates on freight landed from your steamers at Halifax or St. John during the coming winter.

Do you desire that I should cable to your firm and explain the substance of this arrangement in accordance with my promise made by telegram of the 24th instant.

Yours faithfully,

CHARLES TUPPER.

Messrs. HUGH and ANDREW ALLAN, Montreal.

Cable.

30th November, 1882.

I have arranged for the Ocean home business *via* Halifax and Intercolonial Railway upon the terms arranged by your Mr. Andrew Allan.

CHARLES TUPPER.

Messrs. ALLAN, Liverpool.

4th December, 1882.

GENTLEMEN,—In reply to yours of the 1st instant addressed to the Hon. Charles Tupper, I am to say that a cable was sent on the 31st ultimo on receipt of your Mr. Andrew Allan's message.

I am, gentlemen, yours truly,

COLLINGWOOD SCHREIBER.

Messrs' H. and A. ALLAN, Montreal.

RETURN

(40)

To an ORDER of the HOUSE OF COMMONS, dated 23rd February, 1883 :—
For a Return showing the quantity of Rolling Stock purchased for the Intercolonial Railway during the year ending 31st December, 1882, giving each kind of Rolling Stock, and whether purchased under contract or otherwise ; the parties from whom bought, and the cost of each kind ; also a statement showing what has been built during the year in the Government Workshops, giving each kind.

By Command,

HECTOR L. LANGEVIN,
Acting-Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,
7th March, 1883.

To fill an order of the House for a return showing the quantity of rolling stock purchased for the Intercolonial Railway during the year ending 31st December, 1882, giving each kind of rolling stock, and whether purchased under contract or otherwise ; the parties from whom bought and the cost of each kind ; also a statement showing what has been built during the year in the Government workshops, giving each kind.

Parties from Whom Bought.	Address.	Engines.		2nd Class Cars.		Com-bined 1st & 2nd Class Cars.		Postal and Smoking Cars.		Box Cars.		Gondola Cars.	
		Contract.	Otherwise.	Contract.	Otherwise.	Contract.	Otherwise.	Contract.	Otherwise.	Contract.	Otherwise.	Contract.	Otherwise.
Barrier, Lane & Co. ...	Point Lévis .....	.....	.....	.....	.....	.....	.....	.....	.....	150	.....	75	.....
Ontario Car Co.	London .....	.....	.....	8	.....	.....	.....	.....	.....	.....	.....	.....	.....
as. Harris & Co.	St. John .....	.....	.....	5	.....	1	.....	.....	.....	.....	.....	275	.....
Kingston Car Co.	Kingston .....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	50	.....
Canadian Engine Co. ...	do	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
leming & Co.	St. John	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Manchester Engine Co.	Manchester, N.H. ...	2	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total		12	4	13	.....	1	2	.....	.....	150	.....	400	.....

The cost of each kind :—

16 engines.....	\$197,700
13 2nd class cars.....	42,150
1 combined 1st and 2nd class car....	3,360
2 postal and smoking cars.....	5,760
150 box freight cars	95,000
400 gondola coal cars.....	216,000

STATEMENT showing what has been built in the Government workshops, giving each kind :—

12 conductors' vans, 6 box cars, 11 cattle cars and 35 platform cars.

RETURN

(40a)

To an ORDER of the HOUSE OF COMMONS, dated 23rd February, 1883 :—
For a statement of the Revenue and Working Expenses of the Intercolonial Railway, accrued for the six months of each year ending 31st December, 1880, 1881 and 1882, under the several divisions, similar to Annual Statement "B," Intercolonial Railway in the Public Accounts.

By Command,

HECTOR L. LANGEVIN,

DEPARTMENT OF THE SECRETARY OF STATE,
7th March, 1883.

Acting-Secretary of State.

STATEMENT of the Revenue and Working Expenses of the Intercolonial Railway accrued for the six months of each year ending December 31st, 1880, 1881 and 1882, under the several Divisions similar to Annual Statement "B" Intercolonial Railway in the Public Account.

REVENUE.

	30th June to 31st Dec., 1880.	30th June to 31st Dec., 1881.	30th June to 31st Dec., 1882.
	\$ cts.	\$ cts.	\$ cts.
Passenger Traffic	305,099 03	360,724 89	416,550 25
Freight do	536,110 19	600,848 14	717,762 50
Mails and Sundries.....	76,175 51	54,779 87	71,974 30
Total	917,384 73	1,016,352 90	1,206,287 05

WORKING EXPENSES.

	30th June to 31st Dec., 1880.	30th June to 31st Dec., 1881.	30th June to 31st Dec., 1882.
	\$ cts.	\$ cts.	\$ cts.
Locomotive Power.....	303,710 91	334,845 19	379,027 00
Car Expenses.....	204,076 07	240,226 75	271,709 00
Maintenance of Way and Works.	201,039 67	279,924 05	377,727 00
Station Expenses	113,305 38	125,584 63	146,703 00
General Charges.....	54,682 38	73,993 78	93,895 00
Car Mileage.....	14,341 02	3,329 54	5,050 00
Total.....	891,155 43	1,057,903 94	1,274,113 00

RETURN

(40b)

To an ADDRESS of the HOUSE OF COMMONS, dated 19th February, 1883:—

For Copies of all Orders in Council, and the Commission issued to certain persons in connection with claims made on the Government, arising out of the construction of the Intercolonial Railway, of all instructions to, and correspondence with the Commissioners, and statement of the matters referred to them so far; and of the remuneration to be paid to them and the Secretary of the Commission; statement of the number of days during which the Commission has sat so far.

By Command,

HECTOR A. LANGEVIN,

Department of the Secretary of State,
14th March, 1883.

* Acting Secretary of State.

Memorandum.

OTTAWA, May 11th, 1880.

The undersigned has the honor to report that Mr. Sandford Fleming was appointed in 1863, Chief Engineer to conduct the preliminary surveys of the Intercolonial Railway. On the union of the Provinces, in 1867, he was again chosen to carry on the location of surveys of that undertaking. In 1869 he was appointed Chief Engineer at a salary of \$4,800 per annum to design and superintend the construction of the Railway. In April, 1871, when arrangements were concluded for British Columbia entering the Union, he was charged with the additional duties of Engineer-in-Chief of the Canadian Pacific Railway, and he discharged the duties of both offices until the opening of the Intercolonial Railway, on the 1st day of July, 1876. Mr. Fleming then considered his connection with that railway at an end, and expressed himself in his first report on that work. The expenditure on the Intercolonial Railway was first made under the management of four Commissioners, but for some time before its final completion, it was carried on under the Minister of Public Works by Mr. C. J. Brydges as General Manager, and Mr. Collingwood Schreiber as Superintending Engineer.

When the undersigned assumed the administration of the affairs of his Department, he found that a large number of suits had been brought against the Government by the Intercolonial Railway contractors, several of which had been disposed of by the Courts, and a considerable number had been left undecided. That from October, 1878, to the present time, many complaints have been received from the contractors. That they have been denied any opportunity of establishing their claims by a clause in their contracts which makes the certificate of the Chief Engineer essential to the validity of any claim they may have against the Government, that they have been and are now unable to obtain an examination of their claims, by reason of there being no officer to issue the required certificate, and they submit that serious injustice is done them by the Government in consequence.

Under these circumstances the undersigned recognizes the necessity of extending justice to the contractors and adopting all proper means of finally adjusting and settling the claims which have arisen in connection with the construction of the Intercolonial Railway.

The undersigned has given the question careful consideration, and feels that it would be a very difficult matter for anyone except the Engineer who was connected

with the work from its conception, to satisfactorily perform the service, but as the importance of the Pacific Railway works, requiring the undivided attention of Mr. Fleming, would not admit of his giving the time necessary to a due consideration of the Intercolonial Railway claims, the undersigned recommends that he (Mr. Fleming) be relieved from the duties and responsibilities connected with the office of Engineer-in-Chief of the Pacific Railway, and be re-appointed Chief Engineer of Intercolonial Railway to investigate the unsettled claims which have arisen in connection with that undertaking, upon which no judicial decision has been given, and reports of each case to the Department of Railways and Canals.

The undersigned considers it important that he should continue to have the benefit of Mr. Fleming's professional skill and judgment in important matters connected with the construction of the Pacific Railway. He therefore recommends that that gentleman be retained as Consulting Engineer for that work, for the purpose of affording advice and assistance in that capacity to the Minister and officers of the Department.

The undersigned further recommends that Mr. Fleming be paid a salary of \$6,000 per annum while discharging the combined duties of Consulting Engineer of the Canadian Pacific Railway and Chief Engineer of the Intercolonial Railway.

Respectfully submitted,

CHARLES TUPPER,

Minister Railways and Canals.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 22nd May, 1880.

On a memo. dated 11th May, 1880, from the Hon. the Minister of Railways and Canals, having reference to the Intercolonial Railway, stating that a considerable number of suits brought against the Government by the contractors, have been undecided, that it would be a very difficult matter for anyone except the Engineer who was connected with the work from its inception to satisfactorily perform the service of finally adjusting and settling such claims, and recommending that Mr. Sandford Fleming, formerly Chief Engineer on said railway, be relieved from the duties and responsibilities connected with the office of Engineer-in-Chief of the Pacific Railway, and be re-appointed Chief Engineer of the Intercolonial Railway to investigate the unsettled claims which have arisen in connection with that undertaking, upon which no judicial decision has been given, and report in each case to the Department of Railways and Canals.

The Minister considers it important that he should continue to have the benefit of Mr. Fleming's professional skill and judgment in important matters connected with the construction of the Pacific Railway, he therefore recommends that that gentleman be retained as Consulting Engineer for that work for the purpose of affording advice and assistance in that capacity to the Minister and officers of the Department.

The Minister further recommends that Mr. Fleming be paid a salary of six thousand dollars per annum while discharging the combined duties of Consulting Engineer of the Canadian Pacific Railway and Chief Engineer of the Intercolonial Railway.

The committee submit the above recommendations for your Excellency's approval.

Certified,

J. O. COTE, C.P.C.

Hon. Minister Railways and Canals.

OTTAWA, 3rd June, 1880.

SIR,—I am directed to enclose for your information, a copy of an Order in Council, dated the 22nd ultimo, appointing you Consulting Engineer for the Canadian Pacific Railway and Chief Engineer of the Intercolonial.

I am, Sir, your obedient servant,

SANDFORD FLEMING, Esq.

F. BRAUN, Secretary

OTTAWA, 7th June, 1880.

SIR,—The Order in Council of the 22nd May, has been communicated to me by the Secretary, in a letter dated the 3rd instant.

By it I am relieved of the active duties and responsibilities of Engineer in Chief of the Pacific Railway and appointed Consulting Engineer. I am named Chief Engineer of the Intercolonial Railway to investigate the unsettled claims which have arisen during construction.

For the nine years I have acted as Engineer in Chief of the Pacific Railway, I have given my best efforts to carry out the instructions and wishes of the Government; my labors have frequently been harassing, but I have exerted myself to the utmost of my power to advance the work, and I have done all I could to promote the general interests of the Dominion in connection therewith.

At this stage in the progress of the undertaking, I may recount what has been accomplished. The question of practicability with the difficult problem of route has been successfully solved. The most exacting labor imposed upon the Chief Engineer has been performed. Generally speaking, the whole design of the railway and its multitudinous works have been considered, difficulties overcome, details arranged, plans prepared, specifications made, contracts framed, modes of procedure established, operations for carrying on the work systematized, and instructions to the various executive officers issued and put in force. So much having been designed and organized, the duty remaining consists chiefly in general supervision and carrying out what has been arranged and determined. I can, therefore, relinquish the position I have so long held, with a feeling of confidence for the future, and although difficulties which no foresight can guard against may present themselves, I am justified in saying that every contingency that may be anticipated has been considered and as far as practicable provided for.

Having from its inception been so actively engaged in connection with the undertaking and in forming and maturing the organization for carrying it to completion, I shall never cease to take a deep interest in the great work, and I will always be willing and ready to give any advice and render all the service in my power towards the establishment of the railway system to the Pacific.

But my nomination to investigate the unsettled claims which have arisen in the construction of the Intercolonial Railway places me in a position as embarrassing as it is unwelcome. The service is not strictly of an engineering character, and it would scarcely be possible to select a duty more distasteful for me to perform, or one for which with my antecedents in the matter of these claims I appear less fitted to act.

The difficulties now to be investigated and settled are due mainly to the adoption of a policy entirely at variance with the views I held, and the recommendations made by me when Chief Engineer of the Intercolonial Railway some years ago. They have arisen through the disregard of the earnest and repeated warnings which I gave in letters official and unofficial addressed to the Head of the Government during the early steps of construction. I respectfully submit, therefore, that I am not the person to make the investigation.

Whatever decision I might give, or whatever report I might make, the party to whom it would be adverse would be in the position to challenge it as the result of prejudice or feeling, and to insist that it was adopted to fit in with opinions previously expressed.

The service proposed to be assigned is so full of complications that I can foresee it will be one utterly impossible for me to perform with any hope of giving satisfaction in any quarter, however just my decision. I will be exposed to the charge in Parliament and in the press that it has been my aim and object to sustain my previously expressed theories and opinions.

The Government likewise cannot fail to recognize that in a matter of such importance, involving the settlement of claims amounting to several millions of dollars, all ground for hostile criticism should be avoided.

My sense of duty has always led me to serve the Government as best I could in every position in which I have been placed. In this instance I feel it a duty to point out that no good result can be attained from deputing me to attempt the settlement of the Intercolonial Railway claims, and that it does not appear to me expedient that I should enter upon the investigation.

In declining this duty I am aware that I will be terminating my connection with the great railway works of the Dominion to which I have given the best seventeen years of my life in the responsible position of Chief Engineer. It will especially be painful for me to separate myself from the Pacific Railway in its present condition, but the terms of the Order in Council appear to leave me no alternative.

Accordingly, for the reasons set forth, I have respectfully to ask the Government to allow me to decline the new position assigned me.

I have the honor to be, Sir, your obedient servant,

SANDFORD FLEMING.

Hon. Sir CHARLES TUPPER, K.C.M.G., Minister Railways and Canals.

Memorandum.

OTTAWA, 21st June, 1880.

The undersigned has the honor to report that a letter has been received from Mr. Sandford Fleming, wherein he states that, for reasons given, he is under the necessity of declining the positions of Chief Engineer of the Intercolonial Railway and Consulting Engineer of the Canadian Pacific Railway, to which, by Order in Council of the 22nd May last, he had been appointed.

The undersigned accordingly recommends that authority be given for the appointment of Mr. Frank Shanly, C.E., as Chief Engineer of the Intercolonial Railway, for the purpose of investigating and reporting upon all unsettled claims in connection with the construction of the line, and that his salary while so engaged be fixed at five hundred and forty-one dollars and sixty-six cents (\$541.66) a month, the engagement being understood to be of a temporary character.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 23rd June, 1880.

On a Report, dated 21st June, 1880, from the Hon. the Minister of Railways and Canals, stating that a letter has been received from Mr. Sandford Fleming, wherein he states that, for reasons given, he is under the necessity of declining the position of Chief Engineer of the Intercolonial Railway and Consulting Engineer of the Canadian Pacific Railway, to which, by Order in Council of the 22nd May last, he had been appointed.

The Minister accordingly recommends that authority be given for the appointment of Mr. Frank Shanly, C.E., as Chief Engineer of the Intercolonial Railway, and that his salary while so engaged be fixed at five hundred and forty-one dollars and sixty-six cents (\$541.66) a month, the engagement being understood to be of temporary character.

The Committee submit the above recommendation for Your Excellency approval.

J. O. COTE, C.P.C.

Hon. Minister of Railways and Canals.

Memorandum.

July 26, 1882.

The undersigned has the honor to report that certain claims arising out of connected, directly or indirectly, with the constructing of the Intercolonial Railway have from time to time been pressed upon the attention of the undersigned ;

That some of the claims have been before the courts and some have been reported upon by Frank Shanly, Esq., C.E., and other or no action has been taken with regard to the rest of them.

That it is advisable that three Commissioners be appointed to make enquiry into the matter of these claims, and upon consideration of the evidence already taken, and upon such further investigation as to them shall seem necessary, shall report thereon to Your Excellency in Council for the information of Your Excellency in Council, and that Council may be well advised as to the liability of Her Majesty in regard to these claims. That the Commissioners shall first and as preliminary to the investigation of the several claims upon being satisfied as to the facts, exclude from their consideration all claims coming within any of the six following clauses:

1. Any claim made by a person between whom and Her Majesty, there is no privity of contract.

2. Any claim that has been before a Court of Justice and decided adversely to the claimant, except where the adverse decision was given on the following ground only, namely: that the Chief Engineer has not certified that the work has been duly executed.

3. Any claim which by agreement between the parties, or their Attorneys or Counsel, and the persons then acting for Her Majesty, was to abide the result of a case before the Courts, where the latter was decided adversely to the claim, and with the same exceptions as set out in the last class of cases.

4. Any claim arising out of, or connected with a contract the performance of the work under which was legally taken out of the hands of the contractors, and in regard to which the work was completed at a loss to Her Majesty.

5. Any claim which has been settled and adjusted by the Commissioners of the Intercolonial Railway, or by the Public Works Department, or by the Department of Railways and Canals.

6. Any claim in regard to which the claimant has given a receipt in full.

The undersigned therefore recommends that these Commissioners be appointed for the purpose of investigating the said claims and reporting to Your Excellency in Council their opinions as to Her Majesty's liability in regard to each of the said claims, first, excluding all such as come within any of the six clauses herein enumerated. That they may use evidence taken by any Court, person or persons, who have had or may have to do with the examination or investigation of the said claims, and may, if they deem it desirable, make further investigation and enquiry in regard to the said claims. That an officer of the Department of Railways and Canals be appointed Secretary of the said Commissioners, and that it shall be his duty to assist the said Commissioners, and in that connection to investigate the said claims.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 28th July, 1882.

On a Report, dated 26th July, 1882, from the Minister of Railways and Canals, submitting that certain claims arising out of, or connected, directly or indirectly, with the constructing of the Intercolonial Railway, have been pressed upon his attention from time to time.

That some of the claims have been before the Courts, and some have been reported upon by Frank Shanly, Esq., C.E., and other, or no action, has been taken with regard to the rest of them.

That it is advisable that three Commissioners be appointed to make enquiry into the matter of these claims, and upon consideration of the evidence already taken, and upon such further investigation as to them shall seem necessary, shall

report thereon to Your Excellency in Council for the information of Council, that they may be well advised as to the liability of Her Majesty in regard to these claims.

That the Commissioners shall first, and as preliminary to the investigation of the several claims, upon being satisfied as to the facts, exclude from their consideration all claims coming within any of the six following classes:—

1. Any claim made by a person between whom and Her Majesty there is no privity of contract.

2. Any claim that has been before a Court of Justice and decided adversely to the claimant, except where the adverse decision was given on the following ground only, namely, that the Chief Engineer has not certified that the work has been duly executed.

3. Any claim which by agreement between the parties or their Attorneys or Counsel, and the persons then acting for Her Majesty, was to abide the result of a case before the Courts, where the latter was decided adversely to the claim and with the same exceptions as set out in the last class of cases.

4. Any claim arising out of, or connected with a contract, the performance of the work under which was legally taken out of the hands of the contractors, and in regard to which the work was completed at a loss to Her Majesty.

5. Any claim which has been settled and adjusted by the Commissioners of the Intercolonial Railway, or by the Public Works Department, or by the Department of Railways and Canals.

6. Any claim in regard to which the claimant has given a receipt in full.

The Minister therefore recommends that three Commissioners be appointed for the purpose of investigating the said claims and reporting to the Governor in Council their opinions as to Her Majesty's liability in regard to each of the said claims, first excluding all such as come within any of the six classes herein enumerated.

That they may use evidence taken by any Court, person or persons who have had or may have to do with the examination or investigation of the said claims, and may, if they deem it desirable, make further investigation and enquiry in regard to the said claims.

That an officer of the Department of Railways and Canals be appointed Secretary of the said Commissioners, and that his duty be to assist the said Commissioners and in that connection to investigate the said claims.

The Committee submit the above recommendation for Your Excellency's approval, but they recommend that the duties of the Secretary be not defined as herein stated.

JOHN J. MCGEE.

Hon. Minister Railways and Canals.

Memorandum.

July 26th, 1882.

His Excellency in Council, having been pleased to approve of the appointment of three Commissioners, with a Secretary, to consider evidence, investigate and report on certain claims connected with the construction of the Intercolonial Railway, the undersigned has the honor to recommend that the following persons be so appointed, viz.: as Commissioners, George M. Clarke, George Laidlaw, and Frederick Broughton, Esquires; Secretary, Louis K. Jones, Esq.

Respectfully submitted,

CHARLES TUPPER, *Minister of Railways and Canals.*

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 28th July, 1882.

On the recommendation of the Minister of Railways and Canals, the Committee advise that Messrs. George M. Clarke, George Laidlaw and Frederick Broughton, be appointed Commissioners to consider evidence, investigate and report on certain

claims connected with the construction of the Intercolonial Railway, and that Mr. Louis K. Jones, be the Secretary of the said Commissioners.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

OTTAWA, 2nd August, 1882.

SIR,—I have the honor to inform you that an Order in Council has been passed appointing three Commissioners, with a Secretary, to investigate certain claims arising out of, or connected with the construction of the Intercolonial Railway, and upon consideration of the evidence taken, and such further investigations as to them may seem desirable, to report thereon to His Excellency in Council, in order that Council may be well advised as to the liability of Her Majesty with respect thereto. I am further to notify you that you have been nominated as one of the said Commissioners, the other gentlemen named being Messrs. G. M. Clarke and G. Laidlaw, the Secretary being Mr. Louis K. Jones of this Department, and I am to request that you will be pleased to state whether you accept the appointment.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

F. BROUGHTON, Gt. Western Ry. Co., Hamilton.

OTTAWA, 2nd August, 1882.

SIR,—I have the honor to inform you that an Order in Council has been passed appointing three Commissioners, with a Secretary, to investigate certain claims out of, or connected with the construction of the Intercolonial Railway, and upon consideration of the evidence already taken, and upon such further investigation as to them may seem necessary, to report thereon to His Excellency in Council, in order that Council may be well advised as to the liability of Her Majesty with respect hereto. I am further to notify you that you have been nominated as one of the said Commissioners, the other gentlemen named being Messrs. G. Laidlaw and F. Broughton, the Secretary being Mr. L. K. Jones of this Department, and I am to request that you will be pleased to state whether you are prepared to act in said capacity.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

F. M. CLARKE, Esq., Judge, Cobourg, Ontario.

OTTAWA, 2nd August, 1882.

SIR,—I have the honor to inform you that an Order in Council has been passed, appointing three Commissioners, with a Secretary, to investigate certain claims arising out of, or connected with, the construction of the Intercolonial Railway, and upon the consideration of the evidence already taken, and such further investigation as to them may seem desirable, to report thereon to His Excellency in Council in order that Council may be well advised as to the liability of Her Majesty with respect thereto. I am further to notify you that you have been nominated as one of the said Commissioners, the other gentlemen named being Messrs. G. M. Clarke and F. Broughton, the Secretary being Mr. L. K. Jones, of this Department, and I am to request that you will be pleased to state whether you accept the appointment.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

GEORGE LAIDLAW, Esq., Toronto.

COBOURG, 3rd August, 1882.

SIR,—I beg to acknowledge the receipt of your favor of yesterday, notifying me of my nomination, by an Order in Council, as a joint Commissioner with Messrs. Laid-

law and Broughton to report on claims connected with the Intercolonial Railway and in an answer to your enquiry to say that I shall be able to act in that capacity
I am, Sir, your obedient servant,

GEORGE W. CLARKE.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

THE FORT, VICTORIA ROAD, 5th August, 1882.

DEAR SIR,—I have the honor to acknowledge your communication of the 2nd August, referring to my nomination as a proposed Commissioner, to investigate certain claims, etc. Will you kindly express to the Minister of Railways my deep sense and appreciation of the proposed compliment, and say that I regret being unable to accept the proposed appointment, as I am under engagements to go to the North-West to assist in locating some land for my sons and some neighbours.

Yours faithfully,

G. LAIDLAW.

A. P. BRADLEY, Esq., Secretary Railways Canals.

OTTAWA, 10th August, 1882.

Have you received my letter of 2nd inst., re investigation of certain Intercolonial Railway claims. When may Minister expect an answer?

A. P. BRADLEY, *Secretary*.

F. BROUGHTON, Esq., G. W. Ry. Co., Hamilton.

HAMILTON, 10th August, 1882.

Your telegram received. I am sorry about the delay, but the circumstances attending the change likely to take place to-morrow, make it difficult for me to reply until I had heard from London as to what my engagements may be. I may possibly do this to-day or to-morrow, but if not, I will definitely answer declining by to-morrow evening.

F. BROUGHTON.

A. P. BRADLEY, Railways and Canals.

OTTAWA, 11th August, 1882.

To-morrow will answer, or even Monday or Tuesday.

A. P. BRADLEY.

F. BROUGHTON, Esq., Hamilton.

HAMILTON, 11th August, 1882.

I think I can give you a definite reply by to-morrow; will that do?

F. BROUGHTON.

A. P. BRADLEY, Railways and Canals.

Telegram.

MONTREAL, 17th August, 1882.

Matters have progressed so far to-day that I am able to answer in the affirmative which I now do.

F. BROUGHTON.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

GREAT WESTERN RAILWAY OF CANADA,
GENERAL MANAGER'S OFFICE, HAMILTON, ONT., 22nd August, 1882.

MY DEAR SIR,—I had the pleasure to telegraph to you, from Montreal, that I found that circumstances would permit of my acting on the commission about which we have been in correspondence.

I now beg to confirm that message, and shall expect to hear further from you before long.

I am, my dear Sir, yours truly,
F. BROUGHTON.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

OTTAWA, 16th September, 1882.

I am to enquire if you would accept appointment of Commissioner to investigate and report on Intercolonial Railway contractors' claims. Judge Clarke and Mr. Broughton are the other two Commissioners.

I write you to-day.

A. P. BRADLEY, *Secretary*.

Colonel Gzowski, Toronto.

Memorandum.

OTTAWA, 13th September, 1882.

The undersigned has the honor to recommend that the name of Colonel C. S. Gzowski be substituted for that of Mr. George Laidlaw, as one of the three Commissioners appointed by an Order in Council of the 28th of July last, to examine into and report upon certain claims arising out of contracts on the Intercolonial Railway, Mr. Laidlaw having expressed himself as unable to accept the appointment.

Respectfully submitted,

J. H. POPE, *Acting Min. Railways and Canals*.

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 14th September, 1882.

On the recommendation of the Acting Minister of Railways and Canals, the Committee advise that Colonel C. S. Gzowski be appointed as one of the three Commissioners appointed by an Order in Council of the 28th July last, to examine into and report upon certain claims arising out of contracts on the Intercolonial Railway, instead of Mr. George Laidlaw who is unable to accept the appointment.

JOHN J. MCGEE.

Hon. Minister Railways and Canals.

OTTAWA, 26th September, 1882.

SIR,—I am directed to inform you that an Order in Council has passed authorizing the constitution of a Board of three Commissioners, with a Secretary, for the purpose of investigating certain claims arising out of, or connected with, the construction of the Intercolonial Railway and after consideration of the evidence already taken, and such further investigation as they may see it desirable to make, reporting upon such claims to the Governor in Council, in order that the Council may be well advised as to the liability of Her Majesty with respect thereto.

I am further to notify you that you have been nominated one of the said Commissioners, the other two being Messrs. G. M. Clarke and F. Broughton, the Secretary being Mr. L. K. Jones of this Department, and I am to request that you will be pleased to state whether or no you are prepared to act in that capacity.

I am, Sir, your obedient servant,

Col. C. S. GZOWSKI, Toronto.

A. P. BRADLEY, *Secretary, per F. A. D.*

TORONTO, 28th September, 1882.

SIR,—I beg to acknowledge receipt of your telegram, and of your letter of 16th inst., informing me that I have had the honor of being nominated by the Honorable the Privy Council as one of the Commissioners to investigate and report on certain claims arising out of, and connected with, the construction of the Intercolonial Railway.

Long absence from Canada will need, for some time to come, my personal attention being given to many public and private matters here.

The duties foreshadowed in your communication will require much labor and considerable time, and will, I assume, have to be performed in Ottawa.

I fear it will not be in my power to give the required attention to such duties at present.

Thanking the Honorable the Privy Council for naming me,

I have the honor to remain your obedient servant,

C. S. GZOWSKI.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

OTTAWA, 26th September, 1882.

SIR,—I have to inform you that under an Order in Council of the 28th of July, you have been appointed Secretary to a Board of Commissioners, whose duty will be the investigation of claims against the Government arising out of contracts for the construction of the Intercolonial Railway.

I am Sir, your obedient servant.

A. P. BRADLEY, *Secretary per M. T.*

L. K. JONES, Esq.

Memorandum.

OTTAWA, October 6th, 1882.

The undersigned has the honor to recommend that Darcy Boulton, Esq., of Cobourg, be appointed to take the place of Mr. George Laidlaw, as one of the three Commissioners appointed under Order in Council of the 28th of July last, to investigate and report upon certain claims connected with the construction of the Intercolonial Railway. Colonel C. S. Gzowski, substituted for Mr. Laidlaw by Order in Council of the 14th ultimo, having expressed himself as unable to undertake the duty

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council on the 7th October, 1882.

On a Memorandum, dated October 6th, 1882, from the Minister of Railways and Canals recommending that Darcy E. Boulton, Esq., of Cobourg, be appointed to take the place of Mr. George Laidlaw, as one of three Commissioners appointed under Order in Council of the 28th of July last, to investigate and report upon certain claims connected with the construction of the Intercolonial Railway, and that the Order in Council of 14th September, substituting for Mr. Laidlaw, Colonel C. S. Gzowski, who having expressed himself as unable to undertake the duty, be cancelled.

The Committee submit the above recommendation for Your Excellency's approval

JOHN J. MCGEE.

Hon. Minister Railways and Canals.

OTTAWA, 16th October, 1882.

SIR,—I have the honor to inform you that by an Order in Council dated the 7th instant, you have been nominated one of three Commissioners to investigate and report on certain contractors claims in connection with the building of the Intercolonial Railway, Messrs. G. M. Clarke and F. Broughton being the other two Commissioners. I am directed to enquire whether you accept the appointment.

I am, Sir, your obedient servant,
A. P. BRADLEY, *Secretary*.

DARCY E. BOULTON, Esq., Q.C. Cobourg, Ont.

COBOURG, 17th October, 1882.

SIR,—I have the honor of acknowledging your letter of 16th, informing me that by an Order in Council I have been nominated one of three Commissioners to investigate and report on certain contractors claims in connection with the building of the Intercolonial Railway, the other Commissioners being Messrs. George M. Clarke and F. Broughton.

I have the honor of accepting the appointment.

I am, Sir, your obedient servant,
D. E. BOULTON.

A. P. BRADLEY, Esq., *Secretary*.

OTTAWA, 20th October, 1882.

SIR,—I am directed to acknowledge the receipt of your letter of the 17th inst., wherein you accept the position of Joint Commissioner with Messrs. George M. Clarke and F. Broughton to investigate and report on certain claims in connection with the building of the Intercolonial Railway, and to enclose you for your information and guidance a copy of an Order in Council of the 28th July last, defining the duties of the Commission.

I have also to say that an office will be provided for the Commission at Ottawa, and to request that you will please communicate with each other, and fix an early day for the commencement of your duties.

I am, Sir, your obedient servant,
A. P. BRADLEY, *Secretary*.

D. E. BOULTON, Esq., Cobourg, Ont.

OTTAWA, 20th October, 1882.

SIR,—I am directed to inform you that Mr. Darcy E. Boulton has accepted the position of Commissioner to investigate and report on, in conjunction with yourself and Mr. F. Broughton, certain claims in connection with the building of the Intercolonial Railway, and to enclose you a copy of an Order in Council of the 28th of July last defining the duties of the Commission.

I have also to say that an office will be provided for the Commission at Ottawa, and to request that you will please communicate with each other and fix an early day for the commencement of your duties.

I am, Sir, your obedient servant,
A. P. BRADLEY, *Secretary*.

Hon. GEORGE M. CLARKE, Cobourg, Ont.

OTTAWA, 20th October, 1882.

SIR,—I am directed to inform you that Mr. Darcy E. Boulton has accepted the position of Joint Commissioner with yourself and Mr. G. M. Clarke to investigate and

report on certain claims in connection with the building of the Intercolonial Railway and to enclose you a copy of an Order in Council of the 28th of July last defining the duties of the Commission.

I have also to say that an office will be provided for the Commission at Ottawa and to request that you will please communicate with each other and fix an early day for the commencement of your duties.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

F. BROUGHTON, Esq., Hamilton.

OTTAWA, 21st November, 1882.

SIR,—I have the honor to transmit to you herewith copy of an Order in Council of the 28th July, 1882, authorizing the appointment of three Commissioners for the purpose of investigating and reporting to His Excellency upon certain unsettled claims of contractors for the construction of the Intercolonial Railway, and also copies of two Orders in Council, dated respectively the 28th July and 7th October appointing Messrs. G. M. Clarke, Fred. Broughton and Darcy E. Boulton, to act as such Commissioners, and Mr. L. K. Jones, as their Secretary.

I am to request that a commission, under the terms of the said Orders in Council may be issued to these said gentlemen accordingly.

I am at the same time to enquire whether any instructions as to the form of procedure, beyond what may be contained in the Commission, should be furnished for the guidance of the Commission.

I am Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

G. W. BURBIDGE, Esq., Dep. Min. of Justice.

INTERCOLONIAL RAILWAY,
COMMISSIONERS' OFFICE, OTTAWA, 27th October, 1882.

SIR,—I have the honor to inform you that the Commissioners appointed to investigate claims connected with the construction of the Intercolonial Railway have organized and are ready to proceed with their work.

They wish me to enquire whether it is intended by the Government to give them instructions as to the scope of their enquiry, beyond what may be gathered from the terms of the Order in Council, under which they have been appointed.

I have the honor to be, Sir, your obedient servant,

L. K. JONES, *Secretary*.

A. P. BRADLEY, Esq., Sec. Railways and Canals.

OTTAWA, 23rd November, 1882.

SIR,—I have the honor to acknowledge the receipt of your communication of the 21st, transmitting copy of an Order in Council, dated 28th July, 1882, authorizing the appointment of three Commissioners for the purpose of investigating and reporting to His Excellency upon certain unsettled claims of contractors for the construction of the Intercolonial Railway; and also other papers.

In reply thereto, I beg to say that the draft commission has been prepared and will be transmitted to the Department of the Secretary of State to-morrow. I am further to say that it will be advisable for the Minister of Railways and Canals to submit to the Commissioners a list of the claims in regard to which he thinks it advisable that enquiries should be made, with instructions to the Commissioners to proceed in accordance with the terms of the commission, conforming themselves close to the powers thereby given to them. The Minister of Justice does not think any further instructions will be necessary, as the commission is very full in its terms.

would also suggest that the Minister, by letter, instruct the Secretary of the Commission, who is an officer of his Department, to investigate or assist in investigating these claims in connection with the Commissioners to enable him to administer an oath for the Commission, under Sec. 98 of 44th Vic., ch. 25.

I am, Sir, your obedient servant,

GEO. W. BURBIDGE, *D. M. J.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

CANADA.

BY THE HONORABLE SIR WILLIAM JOHNSTON RITCHIE, Knight, Deputy of His Excellency the Right Honorable Sir John Douglas Sutherland Campbell (commonly called the Marquis of Lorne), one of Her Majesty's Most Honorable Privy Council, Knight of the Most Ancient and Most Noble Order of the Thistle, and Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor General of Canada, and Vice-Admiral of the same.

TO GEORGE MACKENZIE CLARKE, Esquire, a Judge of the County Court of the United Counties of Northumberland and Durham, in the Province of Ontario, in the Dominion of Canada, FREDERICK BROUGHTON of the City of Hamilton, in the said Province of Ontario, Gentleman; and D'ARCY EDWARD BOULTON, of the Town of Cobourg, in the said Province of Ontario, Barrister-at-law; and to all to whom these presents shall come.

GREETING.

WHEREAS upon a Report of the Minister of Railways and Canals, bearing date the twenty-sixth day of July in year of Our Lord one thousand and eight hundred and eighty-two, submitting that certain claims arising out of, or connected directly or indirectly with the construction of the Intercolonial Railway had been pressed upon his attention from time to time; that some of the claims had been before the Courts, and some had been reported upon by Frank Shanly, Esq., C. E., and other, or no action had been taken with regard to the remainder of them. And that it was advisable that three Commissioners should be appointed to make enquiry into the matter of those claims, and upon consideration of the evidence already taken, and upon such further investigation as to them should seem necessary, should report thereon to His Excellency the Governor General in Council for the information of the Council, in order that they might be well advised as to the liability of Her Majesty in regard to those claims; and that the Commissioners should first, and as a preliminary to the investigation of the several claims, upon being satisfied as to the facts, exclude from their consideration all claims coming within any of the six classes enumerated in the said Report of the said Minister of Railways and Canals: His Excellency the Governor General in Council was pleased to approve of the said Report on the twenty-eighth, day of July in the year aforesaid and was further pleased to order and direct that three Commissioners should be appointed for the purpose of investigating the said claims, and reporting to the Governor in Council their opinions as to Her Majesty's liability in regard to each of the said claims, first excluding all such as come within any of the six classes therein and hereinafter enumerated; and that they might use evidence taken by any Court, person or persons who have had or might have anything to do with the examination or investigation of the said claims and might if they deemed it desirable, make further investigation and enquiry in regard to the said claims.

Now, therefore, know ye, that reposing trust and confidence in your loyalty, integrity and ability, I, the Honorable Sir William Johnston Ritchie, Knight, the Deputy of His Excellency the Governor-General, by and with the advice of the Queen's Privy Council for Canada, and in pursuance of the authority of the hereinbefore in part recited Order in Council, have nominated, constituted and appointed,

and by these presents, do nominate, constitute and appoint you, the said George Mackenzie Clarke, Frederick Broughton, and D'Arcy Edward Boulton, to be Commissioners for the purpose of investigating the said claims arising out of, or connected directly or indirectly with the construction of the Intercolonial Railway, as set forth in the said Report of the Minister of Railways and Canals, and the said Order in Council bearing date respectively, the twenty-sixth and twenty-eighth days of July, in the year of our Lord one thousand eight hundred and eighty-two, and upon such investigation you are authorized to use evidence taken by any Court, person or persons who have had or may have anything to do with the examination or investigation of the said claims, and may, if you deem it desirable, make further investigation and enquiry in regard to the said claims.

Provided always, that as such Commissioners you shall first, and as preliminary to such investigation of the said several claims, upon being satisfied as to the facts, exclude from your consideration all claims coming within any of the six following classes, namely:—

1. Any claim made by a person between whom and Her Majesty there is no privity of contract.

2. Any claim that has been before a Court of Justice and decided adversely to the claimant, except where the adverse decision was given on the following grounds only, namely, that the Chief Engineer has not certified that the work has been duly executed.

3. Any claim which by agreement between the parties or their attorneys or counsel, and the persons then acting for Her Majesty, was to abide the result of the case before the Courts where the latter was decided adversely to the claim and with the same exceptions as set out in the last class of cases.

4. Any claim arising out of or connected with a contract, the performance of the work under which was legally taken out of the hands of the contractors, and in regard to which the work was completed at a loss to Her Majesty.

5. Any claim which has been settled and adjusted by the Commissioners of the Intercolonial Railway, or by the Department of Public Works, or by the Department of Railways and Canals.

6. Any claim in regard to which the claimant has given a receipt in full.

And I do further order and direct that you, the said George Mackenzie Clarke, Frederick Broughton and D'Arcy Edward Boulton, as such Commissioners as aforesaid, shall, from time to time, report to His Excellency the Governor-General in Council, the result of such investigation, and your opinions as to Her Majesty's liability in regard to each of the said claims so authorized to be investigated by you as aforesaid.

To have, hold, exercise and enjoy the said office of Commissioners as aforesaid unto you, the said George Mackenzie Clarke, Frederick Broughton and D'Arcy Edward Boulton, with the rights, powers, privileges, authorities and emoluments thereunto belonging and appertaining, during pleasure.

Given under my hand and seal at arms, at Ottawa, this seventh day of October, in the year of Our Lord one thousand eight hundred and eighty-two, and in the forty-sixth year of Her Majesty's reign.

W. J. RITCHIE, *Deputy-Governor.*

By command, A. W. McLELAN, Acting Secretary of State.

OTTAWA, 21st November, 1882.

SIR,—I am directed to inform you that the Commission of Enquiry into Intercolonial Railway contractors' claims, proposes to commence the hearing of cases on the 29th instant, and I am to request that Counsel may be appointed to represent the Crown before the Commission.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

G. W. BURBIDGE, Esq., Deputy Minister of Justice.

OTTAWA, 23rd November, 1882.

SIR,—In reply to yours of the 21st instant, I have the honor to inform you that the Minister has retained Mr. Z. A. Lash, Q.C., Toronto, as Counsel for the Crown before the Commission of Enquiry into the Intercolonial Railway Contractors' claims.

I am, Sir, your obedient servant,

GEO. W. BURBIDGE, *D.M.J.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

OTTAWA, 29th November, 1882.

SIR,—I am directed by the Minister to refer herewith for investigation and report by the Intercolonial Railway Claims Commissioners, the claims enumerated in the two lists enclosed, such investigation being proceeded with in accordance with the terms of the Commission, and confined closely within the limits of the powers hereby given.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. K. JONES, Esq., Secretary I. C. Ry. Claims Commission.

INTERCOLONIAL RAILWAY.

Referred to Mr. Shanly—Claims made by Contractors—Sheet "A."

Section.	Claimants.	Amount.	Nature.
		\$ cts.	
5	Alex. McDonnell & Co.....	91,479 00	Extra work on Section.
.....	do do	47,005 98	Grading St. Fabien and Bic Station grounds.
8	Duncan Macdonald	60,099 00	Extra work on Section.
10	do do	233,835 00	do do
16)			
10)	do do	55,499 68	Tracklaying and ballasting.
20)			
9	J. B. Bertrand & Co..	239,817 00	Extra work on Section.
15	do do	337,468 00	do do
11	Starr & De Wolf.....	62,874 64	do do
23	do do	427,277 20	do do
12	Summer & Lomers.....	253,681 00	do and damages.
13	W. E. McDonald & Co.....	199,430 00	do do plant.
14	Alexander McGaw	7,500 00	Balance on certain work.
.....	do do	48,992 00	Extra work on Section.
18	R. H. McGreevy.....	839,557 40	do do
10	McBean & Robinson.....	12,709 00	do do
4	James G. Fraser	4,252 00	Grading on Section.
4)			
7)	Donald Fraser & Co.....	10,175 00	Tracklaying and ballasting.
12)			
idge.	Martin Murphy	21,311 00	Extras, Restigouche Bridge.
.....	McCarron & Cameron.....	27,712 10	Balance and extras on Section.
Not referred to Mr. Shanly.			
4	Smith & Pitblado.....	76,875 00	Extras on Section.
7	E. A. Jones.....	124,663 00	do do
17	S. P. Tuck.....	200,000 00	Loss of Contract.

28th November, 1882.

INTERCOLONIAL RAILWAY.

Referred to Mr. Shanly—Minor Claims—Sheet "B."

Number.	Claimants.	Amount.	Nature.
		\$ cts.	
1	H. B. Higginson	20,128 35	Erection of iron bridges.
2	Henry Clark	450 00	Damage to house, &c.
3	Mrs. Barbarie	244 00	Registering deeds, &c.
4	Geo. Sutherland	4,318 08	Labor paid, &c., Section 16.
5	Ferdinand Turgeon	2,225 00	For ties on Section 9.
6	Hon. Wm. Muirhead	2,651 27	Similar to No. 4.
7	E. P. Ellis	51 20	Labor on Section 16.
8	Amice Duval	104 55	
9	Wm. S. Bateman	125 50	
10	Michael Cowhig	1,600 00	do do
11	D. Begin	500 00	Damage to land.
12	J. M. Blaikie	1,799 83	Engine house at Truro.
13	K. F. Burns	831 36	Similar to No. 4.
14	Alphonse Matte	1,985 19	Snowsheds and fences.
15	Frank Meahan	810 00	Horse hire, &c., Section 16.
16	C. H. Mann	6,016 61	Snowsheds and fences.
17	John Russell	Not named.	Land taken.
18	H. G. C. Ketchum	2,180 50	Overcharge of freightage.
19	New Brunswick Government	150,000 00	Bonus paid to the Eastern Extension Railway.
20	Sylvain & Lepage	8,644 00	Snowsheds and fences.
21	Finnihan & Hawks	184 50	For ties.
22	John D. Fraser	1,560 00	Sub-Contractor Section 7.
23	John Calligan	867 00	Loss by small-pox.

28th November, 1882.

Memorandum.

OTTAWA, 24th October, 1882.

The undersigned has the honor to represent that, under authority of Orders in Council dated respectively the 28th July and 7th October last, three Commissioners with a Secretary, have been appointed to investigate and report on unsettled claims of contractors connected with the construction of the Intercolonial Railway.

That there is no fund at present available to meet the necessary expenditure on account of the salaries and disbursements of the Commissioners, their Secretary and his assistants.

The undersigned has therefore the honor to recommend that a special warrant of His Excellency the Governor-General in Council be issued for the sum of \$5,000 to cover such expenditure.

Respectfully submitted,

J. H. POPE, *Acting Min. Railways and Canals.*

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by his honor the Deputy of His Excellency the Governor-General in Council, the 27th of October, 1882.

On a Memorandum, dated 24th October, 1882, from the Acting Minister of Railways and Canals, representing that, under authority of Orders in Council, dated respectively the 28th July and 7th October last, three Commissioners, with a Secretary, were appointed to investigate and report on unsettled claims of contractors connected with the construction of the Intercolonial Railway.

The Minister recommends, as the necessity is urgent and the Minister of Finance having reported there is no Parliamentary provision from which the amount can be taken, that a special warrant of the Governor-General do issue for the sum of \$5,000 to cover the necessary expenditure on account of the salaries and disbursements of the Commissioners, their Secretary, and his assistants.

The Committee advise that a special warrant do issue as recommended.

JOHN J. McGEE.

THE COMMISSION ON INTERCOLONIAL RAILWAY CLAIMS,
OFFICE OF THE SECRETARY, OTTAWA, 1st March, 1883.

SIR,—I am directed by the Commissioners appointed to investigate the claims arising out of the construction of the Intercolonial Railway, to state that they met and organized on the 26th day of October last, and have sat 105 days since that date.

I have the honor to be, Sir, your obedient servant,

L. K. JONES, *Secretary*.

A. P. BRADLEY, Esq., Secretary, Railways and Canals.

Memorandum.

OTTAWA, 16th January, 1883.

The undersigned has the honor to recommend that a special warrant of the Governor General be issued for the sum of fifteen thousand dollars to meet the expenses and disbursements of the Intercolonial Railway Commission, there being no source at present available from which such payments can be made, the amount to be covered by an item in the Supplementary Estimates for the year 1882-83, to be laid before Parliament at its next Session.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals*.

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Administrator of the Government in Council, on the 19th January, 1883.

On a Memorandum, dated 16th January, 1883, from the Minister of Railways and Canals, representing that a sum of \$15,000 is required to meet the expenses and disbursements of the Intercolonial Railway Commission, and as the necessity is urgent, the Minister of Finance having reported there is no Parliamentary provision from which the amount can be taken, that a special warrant of the Governor General do issue for the sum of \$15,000, and that an amount to cover the same be placed in the Supplementary Estimates for the year 1882-83, to be laid before Parliament at its next Session.

The Committee advise that a special warrant do issue accordingly.

JOHN J. McGEE.

Min. Minister Railways and Canals.

Memorandum.

OTTAWA, 10th March, 1883.

The undersigned has the honor to represent that, by an Order in Council of the 8th of July, 1882, authority was given for the appointment of three Commissioners constituting a Board, for the investigation of certain claims arising out of the construction of the Intercolonial Railway, and, further, for the appointment of a Secretary to the said Board.

That by an Order in Council of same day, the following gentlemen were appointed: Mr. George M. Clarke and F. Broughton, as Commissioners; Mr. Louis J. Jones, as Secretary.

A further Order of the 7th of October, 1882, appointed Mr. Darcy E. Boulton as the third Commissioner.

No rate of emolument having been fixed for the services of gentlemen named, the undersigned recommends that the following be the salaries payable:—

Mr. Geo. M. Clarke,	}	\$300 per month.
Mr. F. Broughton,		
Mr. Darcy E. Boulton,		
Mr. L. K. Jones, three dollars per day.		

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 12th March 1883.

On a Report, dated 10th March, 1883, from the Minister of Railways and Canals submitting that, by an Order in Council of the 28th of July, 1882, authority was given for the appointment of three Commissioners, constituting a Board, for the investigation of certain claims arising out of the construction of the Intercolonial Railway, and, further, for the appointment of a Secretary to the said Board.

The Minister represents that by Order in Council the following gentlemen: Mr. George M. Clarke, Mr. F. Broughton and Mr. Darcy E. Boulton were appointed as Commissioners, with Mr. Louis K. Jones as Secretary, and that no rate of emolument having yet been fixed for the services of the gentlemen named, the Minister recommends that the sum of three hundred dollars (\$300.00) per month be paid to each of the said Commissioners, namely, Mr. George M. Clarke, Mr. F. Broughton, Mr. Darcy E. Boulton; and furthermore, that three dollars (\$3.00) per diem be paid to Mr. L. K. Jones as Secretary.

The Committee submit the above recommendation for Your Excellency's approval.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

RETURN

(40c)

To an ORDER of the HOUSE OF COMMONS, dated 20th February, 1883;—
For: 1. All Correspondence in reference to the removal to Richmond, Halifax, of *William D. McCallum*, Chief Train Despatcher at Truro, covering a period extending from the 1st day of September, 1881, to 7th December, 1881; 2. All Correspondence from 7th December, 1881, to 25th March, 1882, touching his removal to Truro, N.S., and being offered an inferior position, and the recommendations upon which the same was decided upon; 3. All Correspondence from 25th March, 1882, to date of his final dismissal on 5th September, 1882, and subsequently, if any; 4. All Correspondence from James Coleman, Superintendent at Truro, touching the promotion, dismissal or degradation of the said W. D. McCallum, and also the Correspondence of others to D. Pottinger, Esq., Chief Superintendent at Moncton. Correspondence touching the same to Sir S. L. Tilley; Correspondence from D. Pottinger, Esq., to C. Schreiber; Correspondence from C. Schreiber and others to Sir Charles Tupper, all in reference to the same. All recommendations and reports from any persons touching the dismissal or degradation of the said W. D. McCallum, to the various Heads of Departments. The reports of all investigations touching the same.

By command,

HECTOR LANGEVIN,

Department of the Secretary of State,
21st March, 1883.

Acting Secretary of State.

*[In accordance with the recommendation of the Joint Committee on Printing,
the above Return is not printed.]*

RETURN

(40d)

To an ORDER of the HOUSE OF COMMONS, dated 6th March, 1883 ;—For a Return of Casualties to trains on the Intercolonial Railway arising from collision, broken rails or otherwise, where no loss of life or personal injuries occurred, from March 1st, 1882, to July 1st, 1882 ; also from July 1st, 1882, to March 1st, 1883, with the respective causes and dates, and the amount of damage (if any) in each case, to property, and amount of compensation paid to owners of property destroyed or damaged, as well as amount of claims for loss or damage to property (if any) unsettled.

By command,

HECTOR L. LANGEVIN.

Department of the Secretary of State,
29th March, 1883.

Acting Secretary of State.

RETURN

(40e)

To an ORDER of the HOUSE OF COMMONS, dated 16th February, 1883 ;—For Copies of the Account tendered by Doctor Lebel, of St. Gervais, for attendance on an employee of the Intercolonial, named Dionne, during last autumn ; Of the Account of Doctor Renouf, in the same case, and statement of the sums to them paid.

By command,

HECTOR L. LANGEVIN.

Department of the Secretary of State,
24th March, 1883.

Acting Secretary of State.

In accordance with the recommendation of the Joint Committee on Printing, the above Returns are not printed.]

RETURN

(10f)

To an ORDER of the HOUSE OF COMMONS, dated 2nd April, 1883;—For a Return showing the nature of the Rolling Stock purchased for the Intercolonial Railway, as contained in the item of \$153,853.84, on page 238, P. II, of the Public Accounts of 1882; the place where such Rolling Stock was manufactured, and the price paid for the different kinds of Rolling Stock, respectively.

James Harris & Co., St. John.....	6 Flat Cars.....	\$2,580 00
do do	86 Gondola Cars.....	49,132 00
do do	6 Box Cars.....	3,420 00
Moncton Car Co., Moncton....	42 do }	35,470 00
do do	37 Flat Cars }	
Fleming & Sons, St. John.....	3 Engines	32,011 50
Gov't. Railway Shops, Moncton.....	1 Box Car.....	570 00
do do	6 Vans.....	5,200 00
Jas. Crossen, Cobourg.....	3 First Class Cars.....	14,820 00
Ontario Car Co., London.....	3 Second do	9,900 00
Inspection, advertising, &c., &c.....		750 34
Total.....		<u>\$153,853 84</u>

C. SCHREIBER.

Ottawa, 31st March, 1883.

RETURN

(10g)

To an ORDER of the HOUSE OF COMMONS, dated 2nd March, 1883;—For a Return of all Tenders submitted for the construction of the Freight Sheds and Warehouses at the Intercolonial Railway Depot, St. John, N.B., for the foundations, brickwork, masonry, and other work connected therewith; the names of the several contractors, and the amount of each contract; the number and names of the Superintendents and Overseers of the work, and the amount paid for their services.

By command,

HECTOR L. LANGEVIN.

Department of the Secretary of State;
3rd April, 1883.

Acting Secretary of State.

*In accordance with the recommendation of the Joint Committee on Printing,
the above Return is not printed.*

RETURN

(40h)

To an ORDER of the HOUSE OF COMMONS, dated 2nd March, 1883;—For a Return of the several amounts paid for damages for lands taken on Mill and Pond Streets, in St. John, New Brunswick, for the Intercolonial Railway; the names of the Arbitrators appointed to appraise the land, and the compensation paid to them; the several awards made by them, and the evidence upon which the same were founded and the several parties to whom the amount of such awards were paid.

By command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
3rd April, 1883.

Acting Secretary of State.

GOVERNMENT RAILWAYS IN OPERATION, OFFICE OF THE CHIEF ENGINEER,
OTTAWA, 28th March, 1883.

SIR,—I beg to transmit herewith, to comply with an Order of the House of Commons, a statement showing the amounts paid for damages for lands taken on Mill and Pond streets, in St. John, N.B., for Intercolonial Railway purposes, with the names of the Arbitrators appointed to appraise the land, and the compensation paid to them; the several awards made by them, and the parties to whom the amount of such awards were paid.

The Valuers were Chas. H. Fairweather, George S. de Forest and J. D. Spur, and the amount paid to them for this service was \$1,200.00.

The only one who has refused to accept the award is Mr. J. D. Robertson, and his case has been referred to the Dominion Arbitrators.

I am, Sir, your obedient servant,

COLLINGWOOD SCHREIBER,

Chief Engineer and General Manager.

A. P. BRADLEY, Esq, Secretary, Railways and Canals.

STATEMENT of the Awards made by the Arbitrators appointed to appraise the Land taken on Mill and Pond streets, St. John, New Brunswick, for the purposes of the Intercolonial Railway.

Freehold.			Leasehold.			Total.
Name.	Amount.	Total.	Name.	Amount.	Total.	
	\$ cts			\$ cts.	\$ cts.	
st. Wm. Hazen.	12,500 00	12,500 00	<i>Block No. 1.</i>			
do			Cochran & Rogerson	3,250 00	18,200 00	30,700 00
do			Wm. Kilby	3,600 00		
do			T. O'Connell	1,500 00		
do			David Nagle	1,750 00		
do			H. Fitzmaurice	200 00		
do			John Donovan	900 00		
do			T. O'Leary	4,000 00		
do			Patrick Canty	3,000 00		
			<i>Block No. 2.</i>			
F. Prissick	1,500 00	16,148 00	D. Connolly	2,800 00	20,100 00	36,248 00
R. Ritchie	850 00		Vacant			
do	1,333 00		D. Daley	2,000 00		
M. Hazen, Est.	1,200 00		do	2,300 00		
Wm. Hazen do	1,083 00		W. Coughlan	1,800 00		
E. Hazen	1,083 00		do	1,500 00		
A. A. Hansard	1,333 00		W. Barnett	4,000 00		
do	2,666 00		Vacant			
Wm. Hazen, Est.	1,100 00		do			
R. Ritchie	750 00		do			
do	1,000 00		T. O'Leary	2,200 00		
A. A. Hansard	650 00		Vacant			
R. Ritchie	1,600 00		W. D. Higgins	3,500 00		
			<i>Block No. 3.</i>			
st. R. M. Hazen	5,500 00	5,500 00	J. D. Robertson ...	* 1,500 00	7,850 00	13,350 00
do			John Collins	3,000 00		
do			Est. John Bain	1,250 00		
do			James Bain	1,200 00		
do			Mrs. Henry	900 00		
Total Freehold.		34,148 00	Total Leasehold.		46,150 00	80,298 00

N.B.—The whole of the above Awards have been paid with the exception of the amount marked * (J. D. Robertson, \$1,500) which was refused, and the matter is now in the hands of the Arbitrators for decision.

COLLINGWOOD SCHREIBER,
Chief Engineer and General Manager Government Railways.

RETURN

(40i)

To an ORDER of the HOUSE OF COMMONS, dated 2nd April, 1883;—For a Return showing the amount paid for Rolling Stock purchased for the Intercolonial Railway for each year since the 1st of July, 1878; the nature of such Rolling Stock, and the place where manufactured; the amount of such Rolling Stock charged to Capital and Revenue respectively, and the amount intended for the equipment of the Rivière du Loup Section and the Intercolonial Railway proper, respectively.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
19th April, 1883.

Acting Secretary of State.

INTERCOLONIAL RAILWAY.

Amount paid for Rolling Stock purchased since 1st July, 1878, and up to 31st January, 1883:—

Amount paid, 1878-79.....	\$ Nil.
“ 1879-80.....	72,074 30
“ 1880-81.....	299,958 14
“ 1881-82.....	517,930 00
“ 1882-83, for seven months.....	358,234 00

Nature of Rolling Stock and where manufactured:—

Engines.	First Class Cars.	Second Class Cars.	Postal Cars.
4, Scotland.	5, Cobourg.	8, London.	2, Cobourg.
3, Kingston.		7, St. John, N.B.	
5, New Jersey.			
8, Boston.			
18, St. John, N.B.			
Baggage Cars.	Coal Hoppers.	Gondola Cars.	
2, St. John, N.B.	15, St. John, N.B.	75, Cobourg.	
	100, New York.	100, New York.	
		10, Pt. Levis.	
		328, St. John, N.B.	
Platform Cars.	Box Cars.	Snow Ploughs.	Wing Ploughs.
114, St. John, N.B.	150, St. John, N.B.	4, St. John, N.B.	3, St. John, N.B.
37, Moncton, N.B.	150, Pt. Levis.		
	43, Moncton.		
			Flangers.
			3, St. John, N.B.

Capital:—

Equipment, Rivière du Loup branch..... \$357,564 75

Additional Rolling Stock..... 560,534 25

Revenue:—

To maintain Rolling Stock..... \$ 330,097 44

C. SCHRIEBER.

Ottawa, 9th April, 1883.

RETURN

(40j)

To an ADDRESS of the HOUSE of COMMONS, dated 6th March, 1883;—For copies of all correspondence between the Government of Nova Scotia, and the Departments of Railways and of Public Works, respecting the transfer of the branch line of railway between Truro and Pictou, and all correspondence with the Halifax and Cape Breton Railway and Coal Company, respecting Eastern Extension Railway matters in Nova Scotia.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
20th April, 1883.

Acting Secretary of State.

OTTAWA, 22nd March, 1882.

DEAR SIR,—Herewith I beg to enclose a memorandum respecting railway extension in the Province of Nova Scotia. As the question is one of vital importance to that Province, I beg leave, on behalf of the Government of Nova Scotia, to request the favor that you would direct your attention to the contents of the memorandum with the view of giving an early and favorable consideration to the subject therein referred to.

I have the honor to remain, your obedient servant,
S. H. HOLMES, *Provincial Secretary.*

MEMORANDUM for the Honorable the Privy Council, respecting Railway Extension in the Province of Nova Scotia.

It is respectfully submitted on behalf of the Province of Nova Scotia:

1. That the Dominion of Canada, in 1873, deliberately and formally adopted the policy of transferring certain branches of the Intercolonial Railway in order to aid and procure railway extension in Nova Scotia.

That this proposition is true and correct as respects the Pictou Branch, appears from (1) the resolution of the House of Commons, 19th day of May, 1874, (2) from 40 Vic., cap. 46, and (3) from 42 Vic., cap. 12.

That this proposition is also absolutely true and correct respecting the Windsor Branch, appears by the following:

(1) The resolution of the House of Commons, 23rd May, 1873, on motion of the Right Hon. Sir John A. Macdonald, seconded by the Hon. Mr. Tupper.

“Resolved,—That the Government be authorized to enter into negotiations during the Parliamentary recess, with a reliable association or company, for the transfer of the railway from Windsor to the trunk line from Halifax to Truro, upon conditions that such association or company extend the railway from Annapolis to Yarmouth, subject to the approval of Parliament at the next session.”

(2) And by the Orders in Council as follows:

ON THE 22ND OCTOBER, 1873.

On a report dated 21st October, 1873, from the Honorable the Minister of Public Works, stating that the Windsor and Annapolis Railway Company have failed to

operate the railway known as the Windsor Branch, mentioned in the agreement of the 22nd September, 1871, and to comply with the other terms and conditions of that agreement, and now owe over \$30,000 to the Government of Canada, and though repeatedly called upon to pay, have failed to do so; and recommending that inasmuch as the said Company have failed to operate one of the railways between Halifax and Annapolis, the Government of Canada, known as the "authorities," by the said Order in Council, do proceed immediately to operate the railway between Halifax and Windsor.

And also,

ON THE 22ND OCTOBER, 1873.

On a memorandum dated the 21st day of October, 1873, from the Hon. Minister of Public Works, submitting the accompanying proposal, made by the Western Counties Railway Company, of Nova Scotia, and recommending its adoption.

The Committee advise that the accompanying proposal be adopted as recommended, subject to the approval of Parliament.

Certified,

W. A. HIMSWORTH, *Clerk P. C.*

(Here follows the particulars of proposal referred to, for which see Schedule A of Act 37 Vic., Cap. 16).

AND ON THE 30TH OCTOBER, 1873.

On a memo. from the Hon. Minister of Public Works, dated the 29th October 1873, reporting that he has received from the Western Counties Railway Company of Nova Scotia (through Mr. George B. Doane, President,) a proposal to the following effect.

(Here follows particulars of proposals referred to, for which see Schedule B, of Act 37 Vic., Cap. 16).

The Committee, on the recommendation of the Minister of Public Works respectfully advise that the terms of the above proposal be approved.

Certified,

W. A. HIMSWORTH, *Clerk P. C.*

(3) The formal Act of Parliament, 37 Vic., Cap. 16, which, after reciting said resolution of 23rd May, 1873, and the above Orders in Council of 22nd and 30th October, 1873 (including the agreements with the Western Counties Company) enacted

Sec. 1.—That the agreements set forth in the Schedules A and B of the Act (which provided for the delivery of the possession of the Windsor Branch and all its tolls and earnings to the Western Counties Railway Co., and its maintenance and operation by that Company, and an "absolute" title on completion of the line from Annapolis to Yarmouth should vest in that Company) are approved and ratified.

Sec. 2.—Until arrangements are completed for giving possession to the Western Counties Railway Co. of the said Windsor Branch, for the purpose of operating until the completion of their line from Annapolis to Yarmouth, as provided in the agreement or proposal hereinafter recited, it shall be competent for the Government to make such other arrangements as may be necessary, by continuing the working of the same by the Windsor and Annapolis Railway Company or otherwise.

2. That the transfers of the said branches were not in the nature of free gifts.

This is evident from the terms embodied in the several recited Acts of Parliament which required the expenditures of large sums by the transferees, before they would receive the Branches.

3. That the transfers were to be made free from encumbrance or lien, and "absolutely" in consideration of railway extension being carried out.

This proposition, in respect of the Pictou Branch, does not require any demonstration or proof, because it is not disputed.

As respects the Windsor Branch, there has been a dispute as to whether or not the transfers was intended to be made by the Dominion, subject to the Windsor and Annapolis

olis Railway Company's agreement of 22nd September, 1871, for exclusive use until 1893. That the Dominion did not intend to make the transfer subject to such exclusive use by another Company is clear and certain; because, (1) such exclusive use was formally cancelled or purported to be cancelled by the Order in Council of 22nd October, 1873, and because (2) the Act of 1874 did not reserve such exclusive use to the Windsor and Annapolis Company, but, on the contrary, specially enacted that the maintenance and "operation" and all the "tolls and earnings" should be otherwise disposed of, and that until arrangements were made for such disposition, the Government were authorized to continue such exclusive use "or otherwise," and (3) because the Government of Canada has itself continuously maintained and held in the courts, up to the present time, that the Windsor Branch transfer was not made subject to such exclusive use.

The above three grounds show conclusively that both the Government and Parliament of Canada intended to transfer the Windsor Branch free of encumbrance.

4. That the recent decision of the Privy Council of England having in effect declared the Act of the Dominion 37 Vict., cap 16, insufficient, the Government of Canada is now bound to pass a good Act in order to give to its established policy the effect originally intended and to protect innocent parties who have relied on its legislation.

5. That failing the passage of the legislation now necessary to carry out the transfer of the branches free of encumbrances as clearly intended and indicated in the recited Orders in Council and agreements, and the Act of 1874, much injury may result to the Province by causing a want of confidence in Dominion legislation, and a withdrawal of capital and enterprise.

6. That the Government of Nova Scotia being about to acquire the rights of the transferees of said branches, has recently undertaken unusual and extensive liabilities in order to secure the railway extension contemplated by the policy of Canada hereinbefore referred to. For this reason the Province is justified in claiming, and does hereby claim, at the hands of the Dominion Government, nothing in excess of the original policy as it stands recorded in the Statute Books and Public Records of Canada, but the performance of the original undertaking of the Parliament of Canada.

S. H. HOLMES, *Provincial Secretary.*

Telegram to Sir Charles Tupper.

HALIFAX, 23rd November, 1882.

The Nova Scotia Government have passed Minute of Council ordering Provincial Secretary to propose to Dominion Government as follows:—

That Dominion Government shall pay Halifax and Cape Breton Railway and Coal Company, the actual outlay of said Company five hundred and ninety-three thousand dollars down, and balance when adjusted by accountant and arbitrators. Company claim nearly a million and a quarter dollars. We think this will be reduced by arbitration. Nova Scotia Government shall transfer to Dominion Eastern Extension Railway and its rights in Pictou Branch, to hold until this Government repays the amount advanced by Dominion as such outlay. Details as to earnings, working expenses, repairs and interest to be settled between the Government. Please submit his to your colleagues at once and wire answer.

CHAS. T. CHURCH, *Provincial Secretary.*

Copy of a Minute of Council passed at Halifax, on the 23rd day of November, 1882.

Whereas under the agreements and the Acts of the Legislature of the Province of Nova Scotia, in that behalf the Government of Nova Scotia have taken the necessary steps to take over the line of railway known as the Eastern Extension Railway, extending from New Glasgow in the County of Pictou to Port Mulgrave in the County of Guysborough.

And whereas differences have arisen in respect to the amount to be paid by the Government of Nova Scotia to the Halifax and Cape Breton Railway and Coal Company, the owners of said railway, to adjust which differences arbitrators have been appointed under the Statutes and agreements in that behalf.

And whereas the said Government of Nova Scotia will be entitled to take over said Eastern Extension Railway, and, as well, the line of railway extending from Truro in the County of Colchester to Pictou in the County of Pictou, known as the Pictou Branch, and be entitled to receive from said Company an assignment of transfer of all the interests of said Company in and to said several lines of railway and their appurtenances.

And whereas the said Executive Government of Nova Scotia are desirous of vesting the said Eastern Extension Railway, together with the said Pictou Branch Railway, in a trustee or trustees pending said arbitration and award, and also pending the action of a certain Company commonly known as the Syndicate Company, and chartered under the title of "The Nova Scotia Railway Company."

And whereas uncertainty exists as to whether or not the said Syndicate of Nova Scotia Railway Company will carry out and perform the obligations assumed by them to entitle them to acquire the said lines of railway under the agreements and Acts in that behalf.

It is hereby ordered that the Provincial Secretary forthwith propose to the General Government of the Dominion as follows, that is to say:—

1st. That the said General Government shall arrange to pay to said Halifax and Cape Breton Railway and Coal Company, the amount which may be agreed to by adjustment or award, as the amount to be paid said Company for their actual outlay on the said Eastern Extension Railway.

2nd. That on receiving from said Company an assignment of its interests in said Eastern Extension Railway, and in the said Pictou Branch Railway, and also on receiving from the Dominion Government under such assignment from said Company, the title to said Pictou Branch Railway, the said Government of Nova Scotia will transfer to the said Dominion Government the said two lines of railway, viz. the said Pictou Branch line and the said Eastern Extension Railway in trust to hold the same for and on behalf of the Province of Nova Scotia chargeable only with the amount paid by said Dominion Government to the said Halifax and Cape Breton Railway and Coal Company, as and for their actual outlay upon said Eastern Extension Railway, and such further charges as may be agreed to and contained in detail in the Trust Deed to be executed in conformity herewith.

3rd. And it is further ordered that any legislation on the part of the Province of Nova Scotia requisite and necessary for the purpose of carrying out the proposals herein, will be had and obtained at the earliest moment after the ensuing meeting of the Local Legislature.

I certify the above to be a true copy.

H. CROSSKILL, *Deputy-Secretary.*

GOVERNMENT RAILWAYS IN OPERATION,
OFFICE OF THE CHIEF ENGINEER, OTTAWA, 24th November, 1882.

SIR,—I have the honor to state that the following telegram, addressed by the Honorable Provincial Secretary of Nova Scotia to the Honorable Minister of Railways has been referred to me for report:—

"The Nova Scotia Government have passed Minute of Council, ordering Provincial Secretary to propose to Dominion Government as follows:—That Dominion Government shall pay Halifax and Cape Breton Railway and Coal Company, the actual outlay of said Company, five hundred and ninety-three thousand dollars down at balance when adjusted by accountant and arbitrators. Company claims nearly a million and a quarter dollars. We think this will be reduced by arbitration. Nova Scotia Government shall transfer to Dominion Eastern Extension Railway, and its rights in Pictou Branch, to hold until this Government repays the amount advanced by the

nion as such outlay. Details as to earnings and working expenses, repairs and interest to be settled between the Governments. Please submit this to your colleagues at once, and wire answer."

Upon this I have the honor to report that I am strongly of opinion that it is in the interest of the traffic of the Intercolonial Railway, and also in that of the business of the country, that the Government should retain the control of the Pictou Branch as a part of the Intercolonial Railway system. In this view I am sustained by the opinion of Mr. Brydges, who, under date of the 20th June, 1874, wrote to the Department as follows:—"It would be most unwise, in my judgment, to abandon to anybody the control of that part of the existing line lying between Truro and Pictou." This opinion Mr. Brydges supported by very cogent reasons; and I would now state further that I am convinced that the interests of the travelling public, and of the general business of the country, would also be served by the acquisition of the Halifax and Cape Breton Railway by the Dominion Government, and its addition to the present Intercolonial Railway system. The transfer of the Pictou Branch to the Nova Scotia Government, or to a company, with a view to its operation as a separate road, would entail considerable additional expense, and the proposed running powers over portions of the Intercolonial Railway, would, in my opinion, be very objectionable under such circumstances, inasmuch as it would increase the danger attending the running of trains, and claims would almost certainly arise, from time to time, against the Dominion Government for compensation. The cost of operation would also be increased.

For the above reasons I would suggest that it might be desirable rather to acquire the Halifax and Cape Breton Railway, by paying the Company the actual outlay (deducting the Government subsidy) for its construction, and to retain the ownership of the Pictou Branch, than to entertain the proposal submitted by the Honorable the Provincial Secretary by the telegram above quoted.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER.

A. P. BRAI LEY, Esq., Secretary Railways and Canals.

HALIFAX, N.S., 24th November, 1882.

Desirable our Government receive favorable reply at once to yesterday's message. Company refuse postponing arbitration before Sir Hector, and we must prepare to leave for Ottawa Monday.

A. J. WHITE.

Hon. Sir CHARLES TUPPER.

OTTAWA, 25th November, 1882.

I have submitted your proposal to Council as telegraphed. It will be necessary for you in a matter of such importance to send a detailed statement in writing of the agreement you wish to make; when received it will be carefully considered.

CHARLES TUPPER.

Hon. C. CHURCH, Provincial Secretary, Halifax.

OTTAWA, 1st December 1882.

SIR,—On behalf of the Government of Nova Scotia we have the honor to submit to you as follows:—

Under an agreement made between the said Government and the Halifax and Cape Breton Railway Company, the said Government has the right to take over all the railways of the Company, known as the Eastern Extension, and all the property of the Company, including the Pictou Branch, and all privileges connected therewith, on paying the actual outlay of the Company, exclusive of the subsidies and subventions granted to it by the Dominion and Nova Scotia Government.

The agreement further provides that in case of disagreement the amount of such actual outlay shall be ascertained by arbitration, as by reference to the ninth clause will more fully appear.

The Company claims in round numbers \$1,200,000, exclusive of subsidies. We think this amount will be reduced by arbitration.

The Company has offered to transfer to the Nova Scotia Government, or to any other person or body authorized by it, the said Eastern Extension Railway, its rolling stock and appurtenances, and all the Company's rights, including the Pictou branch on receiving \$593,000 in cash, and the guarantee of the Dominion Government that the balance shall be paid within three months after it has been fixed by the arbitrators, with interest at six per cent. from date of award.

We propose that the Dominion Government do pay the Company \$593,000 in cash, guarantee the payment of the balance as aforesaid, and pay it to the Company within three months after the award with interest as aforesaid; and in consideration of such payment guarantee and subsequent payment, that the Nova Scotia Government do transfer or cause to be transferred at once to the Dominion Government the said Eastern Extension Railway, with its rolling stock and appurtenances, and all the Company's rights in and to the Pictou Branch, and the running powers connected therewith, on the following terms and conditions:—

The Nova Scotia Government to have the right at any time within two years from the first day of January, A.D. 1883, to take over or back from the Dominion Government the said railway's rolling stock property and running powers on paying the amount advanced to the Company for actual outlay as aforesaid, without interest and the cost of the steel rails required for the Pictou Branch, which shall be laid by the Dominion Government, less the value of the old iron rails removed.

The Dominion Government, during the two years, or until the railways are taken over by the Nova Scotia Government, to operate the said railways efficiently with the steam ferry across the Strait of Canso, and to keep the same in good repair.

In case the Nova Scotia Government exercises its right to take back said Railway and property, it shall be credited with any deterioration in value of the said Eastern Extension Railway and its appurtenances to be ascertained by appraisement.

We are authorized by the Nova Scotia Government to enter into an agreement based on the foregoing proposals, with such other details as may be agreed upon, and the legislation necessary to carry out the provisions of such agreement shall be passed at the next Session of the Provincial Legislature.

We respectfully submit this offer for the consideration of your Government, and shall be pleased either by ourselves or through Mr. Murphy, the Provincial Engineer to furnish any further information on the subject that may be required.

We have the honor to be, Sir, your obedient servants,

WILLIAM T. PIPES, *Premier.*

A. J. WHITE, *Attorney-General.*

Hon. Sir CHARLES TUPPER, C.B., Minister Railways and Canals.

GOVERNMENT RAILWAYS IN OPERATION.

OFFICE OF THE CHIEF ENGINEER, OTTAWA, 1st December, 1882

SIR,—I have the honor to state that a communication addressed to the Honorable Minister by the Honorable Messrs. W. T. Pipes and A. J. White (dated Thursday and under cover number 30206) has been referred to me proposing on behalf of the Government of Nova Scotia, to transfer, or cause to be transferred, to the Government of the Dominion the Halifax and Cape Breton Railway, with all rights, &c., attaching thereto upon certain conditions therein set forth.

Upon this I beg to report that, provided the suggestions submitted in my report upon the subject of the 24th ultimo cannot be adopted in their entirety, it would, in my opinion, be expedient to accept the proposition now made by Messrs. Pipes and White. It should, at the same time, be understood that no running powers attach to

the Eastern Extension Railway (Halifax, Cape Breton and Pictou Branch) the granting of running powers being in connection with the consolidation of the Nova Scotia Railway system only.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Chief Engineer Govt. Railways.*

A. P. BRADLEY, Secretary Railways and Canals.

PROVINCIAL SECRETARY, HALIFAX, N.S, 31st January, 1883.

SIR,—I beg to acknowledge receipt of your telegram* of 17th inst., addressed to Hon. W. T. Pipes, informing him that the Dominion Government are unable to agree, to the arrangement proposed by Honorable Messrs. Pipes and White in Ottawa respecting the railways from Truro to Pictou and from New Glasgow to the Strait of Canso.

On behalf of the Nova Scotia Government, I now respectfully invite the attention of the Government of the Dominion to another proposal which may be more acceptable.

The Pictou Branch of the Intercolonial Railway was granted by the Dominion as a bonus to assist a proposed extension of the Nova Scotia railways eastward from New Glasgow. It was the desire and expectation of all parties at that time, that the bonus should be made available to secure extension not only to the Strait of Canso, but also through the Island of Cape Breton to the Port of Louisburg.

The Nova Scotia Government of that day labored to effect such an extension, but without success.

Eventually they adopted the policy of construction to the Strait, rather than longer delay the much-needed Eastern Extension. Their decision was confirmed by the Dominion Government, and, under arrangements then made, the railway from New Glasgow to Port Mulgrave was built and opened for traffic.

Now that the Pictou Branch, together with the new road to the Strait, is about to fall into the hands of the Province, the Nova Scotia Government feel bound to renew the efforts of former years to utilize the bonus and subsidies to meet the reasonable expectation of the people of the Island of Cape Breton, who, although they have contributed largely to the cost of railway construction in other parts of the Province, and in the western part of the Dominion, have not a mile of public railway, the only railway operations on the Island being those of short lines connected with the coal mines, which are private enterprises.

The Province of Nova Scotia contributed a large cash subsidy to the line from New Glasgow to the Strait of Canso. The Government of Nova Scotia now propose to ask the Legislature to give the Dominion the fruits of the large expenditure and to return to the Dominion the Pictou Branch, known to be one of the most valuable pieces of railway in the country, on conditions that the Dominion Government shall:

1. Pay to the Halifax and Cape Breton Railway and Coal Company the sum that shall be awarded them by the arbitrators, as their outlay, together with the expenses incurred by the Nova Scotia Government in connection with the arbitration.

2. Assume the responsibility of extending the railway in the Island of Cape Breton, from the terminus of the ferry at the Strait of Canso, eastwardly to a point to be mutually agreed upon, and of equipping and operating the whole line from Truro to Pictou, and from New Glasgow to the eastern terminus in Cape Breton.

Details can be arranged later if this proposal is favorably received by your Government.

Will you kindly submit this letter to the Government, and favor me with a reply at your earliest convenience?

I have the honor to be, Sir,

C. E. CHURCH, *Prov. Secretary.*

Hon. Sir. CHARLES TUPPER, C.B., Minister of Railways.

* No copy of telegram existing.

Memorandum.

OTTAWA, 8th February, 1883.

The undersigned has the honor to represent, that by the Statute 42 Vic., ch. 12 amending the original Statute, 40 Vic., ch. 46, it was enacted that the Pictou Branch of the Intercolonial Railway should be transferred to Halifax and Cape Breton Railway and Coal Company, so soon as the contract for the construction and equipment of the extension line of railway from New Glasgow to the Strait of Canso, and for the establishment of a steam ferry at the Strait, then existing between the Company and the Provincial Government of Nova Scotia, should have been performed to the satisfaction of the said Government; that by a letter dated the 31st ultimo received from the Hon. the Provincial Secretary, it is stated that the line from New Glasgow to the Strait of Canso has been built and is opened for traffic, and that the Nova Scotia Government contemplate the assumption of the said line, together with the Pictou Branch.

It is, however, represented by the hon. the Secretary, that the Provincial Government feel themselves bound to make an effort to carry to completion their original scheme to afford railway communication through the Island of Cape Breton to the port of Louisbourg. With this view he submits, on behalf of the Provincial Government, a proposal under which the Federal Government should retain the Pictou Branch, the following being the suggested equivalent therefor:—(1) The Dominion Government shall pay to the Halifax and Cape Breton Railway and Coal Company the sum that shall be awarded them by the arbitration as their outlay, together with the expense incurred by the Nova Scotia Government in connection with the arbitration (2) The Dominion Government shall assume the responsibility of extending the railway in the Island of Cape Breton from the terminus of the ferry at the Strait of Canso eastwardly to a point to be mutually agreed upon, and of equipping and operating the whole line from Truro to Pictou, and from New Glasgow to the eastern terminus in Cape Breton.

The undersigned submits the foregoing proposition for consideration.

Respectfully submitted.

CHARLES TUPPER, *Minister of Railways and Canals.*

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council approved by His Excellency the Governor General in Council, on the 10th February, 1883.

On a Report, dated 8th February, 1883, from the Minister of Railways and Canals, stating that by the Statute 42 Vic., ch. 12, amending the original Statute 40 Vic., ch. 46, it was enacted that the Pictou Branch of the Intercolonial Railway should be transferred to the Halifax and Cape Breton Railway and Coal Company so soon as the contract for the construction and equipment of the extension line of railway from New Glasgow to the Strait of Canso, and for the establishment of a steam ferry at the Strait, then existing between the Company and the Provincial Government of Nova Scotia, should have been performed to the satisfaction of the said Government.

The Minister further states that by a letter dated the 31st ultimo, received from the Honorable the Provincial Secretary, it is stated that the line from New Glasgow to the Strait of Canso, has been built, and is open for traffic, and that the Nova Scotia Government contemplate the assumption of the said line, together with the Pictou Branch.

That it is, however, represented by the Honorable the Secretary, that the Provincial Government feel themselves bound to make an effort to carry to completion their original scheme, and to afford railway accommodation through the Island of Cape Breton, to the Port of Louisbourg, with this view, he submits on behalf of the Provincial Government, a proposal, under which the Federal Government should retain the Pictou Branch—the following being the suggested equivalent therefor:

1. The Dominion Government shall pay to the Halifax and Cape Breton Railway Company and Coal Company, the sum that shall be awarded them by the arbitra

tors as their outlay, together with the expenses incurred by the Nova Scotia Government in connection with the arbitration.

2. The Dominion Government shall assume the responsibility of extending the Railway in the Island of Cape Breton, from the terminus of the ferry at the Strait of Canso eastwardly, to a point to be mutually agreed upon, and of equipping and operating the whole line from Truro to Pictou, and from New Glasgow to the eastern terminus in Cape Breton.

The Minister submits the foregoing proposition for consideration.

The Committee, after full consideration of the application, regret that they cannot accede to the proposition.

JOHN J. MCGEE.

Hon. Minister Railways and Canals.

PROVINCIAL SECRETARY'S OFFICE, HALIFAX, 1st February, 1883.

SIR,—You may remember that at the interview with which you kindly favored us while you were in Halifax, recently, Honorable Mr. Fielding suggested that the Dominion Government might fairly be asked to guarantee bonds to be issued by the Province of Nova Scotia.

I desire now to present the question for the consideration of the Dominion Government.

The Nova Scotia Railway Company incorporated last year, having failed to carry out the engagements that had been entered into with reference to our railways it will probably be necessary for the Nova Scotia Government to take over certain roads, and complete and operate them as public works.

This will, of course, involve the issuing of a Provincial loan to a considerable amount. We have no doubt that the Province can obtain all the money that may be required for its purposes, but we wish to obtain it on the most favorable terms, and we think that the Dominion Government guarantee may enable us to effect a saving of interest.

There does not seem to be any good reason why the Dominion should not give its guarantee to any Province that is free from debt, when it has in the annual subsidy ample security against loss. A guarantee might help the Province, and would cost the Dominion nothing. Where a Province has contracted a debt on the pledge of its revenues, there might be a question as to the propriety of giving a Dominion guarantee on a new loan. Such a transaction might deprive the holders of previous loans of part of the security on the faith of which they invested their money; but such a question cannot arise here. Nova Scotia has no funded debt, consequently the giving of a guarantee could be no injustice to anybody. The amount that the Province would require cannot at present be stated, but I presume this need not prevent the proper consideration of the subject.

The Provincial subsidy which the Dominion Government would hold for its own security would be far in excess of any liability that we should ask the Dominion to incur.

Will you kindly place the matter before your colleagues, and inform the Nova Scotia Government at your earliest convenience, whether the Dominion Government is willing to recommend to Parliament a measure authorizing such guarantee.

I have the honor to be Sir, your obedient servant,

WILLIAM T. PIPES.

Hon. CHARLES TUPPER, C.B., Minister of Railways.

Memorandum.

OTTAWA, 8th February, 1883.

The undersigned has the honor to represent that he has received from the Honorable the Premier of the Legislature of Nova Scotia a communication, dated the 1st of the current month, in which it is stated that the Nova Scotia Railway Company, incorporated last year, having failed to carry out the engagements that had

been entered into with reference to the Provincial Railways, it will probably be necessary for the Nova Scotia Government to take over certain roads and to complete and operate them as public works. It is urged by the Honorable the Premier that the adoption of this course will entail the issue of a Provincial loan to a considerable amount, and that if a Dominion Guarantee could be obtained to the bonds a saving of interest would be effected. It is further urged that the Province of Nova Scotia has no funded debt, and that the Provincial subsidy which the Federal Government could hold as its security would be far in excess of the liability which that Government would incur.

The undersigned submits this application in question as above set forth for consideration.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council on the 12th February 1883.

On a Report dated 8th February, 1883, from the Honorable the Minister of Railways and Canals, stating that he has received from the Honorable the Premier of the Province of Nova Scotia a communication dated the 1st of the current month, in which it is stated that the Nova Scotia Railway Company incorporated last year having failed to carry out the engagements that had been entered into with reference to the Provincial railways, it will probably be necessary for the Nova Scotia Government to take over certain roads and to complete and operate them as public works. It is urged by the Honorable the Premier that the adoption of this course will entail the issue of a Provincial loan to a considerable amount, and that if a Dominion guarantee could be obtained to the bonds a saving of interest would be effected. It is further urged that the Province of Nova Scotia has no funded debt, and that the Provincial subsidy which the Federal Government would hold as its security would be far in excess of the liability which the Government would be asked to incur.

The Minister submits the applications in question as above set forth for consideration.

The Committee have had under consideration the proposal set forth, and regret that they are unable to recommend its acceptance for the following reasons:—

1st. By the British North America Act of 1867, the sums set apart as subsidies payable yearly by Canada to the Provincial Governments, are distinctly stated in the British North America Act, to be for the support of the Governments of the several Provinces, and it appears to the Committee that to alienate any part of the subsidy to secure the payment of interest in the public debt, would be in contravention of the spirit of the British North America Act as set forth in the clause relating to the payment of the subsidies.

2nd. The Committee further regret their inability to accede to the request, for the reason that by guaranteeing the interest on a loan contracted in the manner proposed, the Government of Canada would be adding to its own obligations, and thereby would reduce the value of its own stocks in the London market, and for this reason it would be inadvisable to accede to the proposal of the Nova Scotia Government.

JOHN J. MCGEE.

PROVINCIAL SECRETARY'S OFFICE, HALIFAX, 3rd February, 1883.

SIR,—While the Government of Nova Scotia entertain a hope that the proposal made in my letter of 31st ult., with reference to the eastern railways, will be accepted by the Dominion Government, they deem it expedient to make arrangements for the operation of the Pictou Branch and the Halifax and Cape Breton road, in event of your Government declining to agree to the terms offered. We shall require rolling stock for the Pictou Branch, and as this cannot be constructed or purchased quickly we desire to know whether your Department would be willing to allow us to use the

rolling stock now on the branch on terms to be mutually agreed upon, until such times as the necessary arrangements can be made to equip the road.

I have the honor to be, Sir, your obedient servant,

C. E. CHURCH, *Provincial Secretary.*

Hon. Sir CHARLES TUPPER, Minister Railways and Canals.

GOVERNMENT RAILWAYS IN OPERATION.

OFFICE OF THE CHIEF ENGINEER, OTTAWA, 8th February, 1883.

SIR,—The Hon. C. E. Church's communication of the 3rd instant, under cover No. 30,636, stating that the Nova Scotia Government propose to make arrangements for the operation of the Pictou Branch and the Halifax and Cape Breton Railways, and asking if the Dominion Government would be willing to allow them the use of the rolling stock now on the branch, on terms to be mutually agreed upon, having been referred to me, I have the honor to remind you that as there has been for some time a possibility of the Pictou Branch being transferred to the Halifax and Cape Breton Railway Company, the Honorable Minister has not been disposed to meet our full demands for rolling stock for the Intercolonial Railway, as he had been relying upon the stock upon the Pictou Branch being available, hence when the Government gives up control of this Branch, all the rolling stock will be required for the traffic on the trunk line.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Chief Engineer Govt. Rys.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

OTTAWA, 16th February, 1883.

SIR,—I have the honor to acknowledge the receipt of your letter of the 31st ult., containing a proposal in reference to the Pictou Branch of the Intercolonial Railway, and the line which runs from New Glasgow to the Strait of Canso, and I am directed in reply, to forward a certified copy of an Order in Council, in which it will be seen that the Committee regret that they cannot accede to the proposition made.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

Hon. Provincial Secretary, Halifax.

OTTAWA, 21st February, 1883.

SIR,—I have the honor, by direction of the Minister, to acknowledge the receipt of your letter of the 3rd inst., asking permission to use the present rolling stock of the Pictou Branch of the Intercolonial Railway, in the event of arrangements being made by the Government of Nova Scotia, for the operation of the Pictou Branch, and the Halifax and Cape Breton Railway, and in reply, I am instructed to say that the Minister regrets his inability to comply with your request, as the rolling stock will be required for the traffic of the Trunk line.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

Hon. Provincial Secretary, Halifax, Nova Scotia.

From Halifax, Nova Scotia, to Sir Charles Tupper.

OTTAWA, 24th February, 1883.

Received your letter to-day, refusing to allow use of rolling stock for Pictou Branch. Will you agree to hold the Branch until we can procure rolling stock, and allow Nova Scotia Government the net earnings to recoup us our interest in cost of acquisition of Eastern Extension.

C. E. CHURCH.

OTTAWA, 27th February, 1883.

SIR,—I have the honor to acknowledge the receipt of your telegram of the 24th instant, referring to the use of the rolling stock of the Pictou Branch of the Inter-colonial Railway, for the Nova Scotia Government not being obtainable, asking also that the Dominion Government continue to hold that Branch until other rolling stock be procured, and that the nett earnings of this line be permitted to be set apart to recoup the Province, the interest on cost of acquisition of the Eastern Extension Railway.

I regret, in reply, that the request cannot be complied with, as the Government have no power to entertain it without first obtaining the authority of Parliament, and I have no reason to suppose that it could be obtained, Parliament having already given the line from Truro to Pictou in aid of Eastern Extension.

I have the honor to be, Sir, your obedient servant,

CHARLES TUPPER, *Minister of Railways and Canals.*

Hon. Provincial Secretary, Halifax, Nova Scotia.

OTTAWA, 16th February, 1883.

SIR,—I have the honor to acknowledge the receipt of your letter of the first ultimo, concerning the issue of a Provincial loan, and asking for a Dominion guarantee in order that a saving to the Province of interest might be effected. I am directed, in reply, to forward a certified copy of an Order in Council, in which it will be seen that the Committee regret that they are unable to recommend the acceptance of the proposal.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

Hon. W. T. PIPES, Premier, Leg. Ass. Halifax, Nova Scotia.

OTTAWA, 20th March, 1882.

SIR,—I have the honor to make the following representations to you on behalf of the Halifax and Cape Breton Railway Company.

You are doubtless aware of the contract executed in February, 1879, between the Government of the Dominion, the Government of Nova Scotia and this Company, in which the Company was forced to make material concessions, seriously diminishing the value of the contract they held with the Government of Nova Scotia. I believe it was also communicated to you in a letter, immediately after the signature of that agreement, that Mr. Holmes, on behalf of the Nova Scotia Government, had pledged himself that, if the Company should require an extension of time, under its contract, that the Government would consider favorably an application for such extension.

While the Company was proceeding with its work, and after having expended nearly \$500,000 in construction and equipment, the Company endeavored to float its bonds, for the remainder of the sum required, in accordance with their original intention; and in September, 1879, they succeeded in making such an arrangement, conditional, however, for the time for the completion of the works being extended from April, 1880, to November of the same year. An application was immediately made to the Government of Nova Scotia, representing the facts and requesting the extension; but to this application, notwithstanding continuous solicitations, and notwithstanding that English capitalists themselves spent several weeks in Nova Scotia concurring in those representations, the Company were unable to obtain any answer to their application from the Government until April of the following year, when another agreement was extorted from them, as a condition of an extension for six months, which virtually took away from their enterprise much of the remainder of its value; and one of the conditions of that agreement was that the Government of Nova Scotia might take over the Company's railway, including the Pictou Branch, at any time within two years from the 4th of November then next, upon paying the Company its outlay in the enterprise. And at the time of the signing of the agreement the Nova Scotia Government agreed that the Company, through Mr. Moir and the

Honorable Justice Rigby, that the interest upon the cash expended would be considered to be included in the word outlay, less any profit derived from the running of the railway before it should be taken over.

The railway was practically finished in December of that year, though some ballasting, which, as you are aware, has to be done gradually, still remained to be completed. The railway, however, commenced running in that winter, and has run continuously ever since, in a manner satisfactory to everybody concerned.

The Company being well aware that the Government would postpone to the last possible moment the acknowledgment that the railway was complete, perfected the ballasting, and put the road in a condition not excelled even by the best parts of the Intercolonial Railway, before requesting such acknowledgment. And on the 17th September, 1881, the Managing Director requested from the Government a certificate that the railway was completed, under the contract.

Mr. Murphy, the Government Engineer, made a report on the 10th of October last, in which he specified several small points in which he considered the road to be incomplete, the main objection, however, being the height of the Black River bridge. This bridge was built according to the plans approved of by the Government Engineer, but one and a half feet higher than those plans required, because the Company's Engineer thought the height approved by the Government Engineer too low. It was again raised at his instance before the road was completed to a further height, which he then thought fit to impose on the Company.

Nevertheless an objection to the same bridge as not being high enough, formed his principal objection to the reception of the railway in September last. The whole of the work which was required to remove his objections, amounted to about \$2,000, and at the time those objections were made, the Government had in its hands over \$57,000 of the subsidy which ought to have been paid to the Company two years before.

The Company immediately proceeded to perform the petty items of work which Mr. Murphy indicated, and raised the bridge to the height thus, a third time, fixed by him; and on the 26th October the Managing Director informed the Government that all Mr. Murphy required had been done, and again demanded a certificate of the completion of the work. After a delay of more than a month, a further report of Mr. Murphy was transmitted to the Company raising some other objections of the most frivolous character, upon small points of detail, which were of no importance whatever to the railway, and which, in the aggregate, were only of the value between \$200 and \$300. These were all immediately rectified in accordance to his wishes, and for a third time, on the 30th December last, the Managing Director again notified the Government that the objections made a second time by Mr. Murphy had been removed and demanded a certificate.

On the 19th of January last Mr. Holmes informed the Managing Director that Mr. Murphy had been ordered again to report on the Railway; but no visit of inspection has since been made by Mr. Murphy, and no communication of any kind has since been received from the Government.

You will thus observe that for about six months the road has been practically completed. The Government retains in its hands over \$57,000 of the Company's money, which it would be obliged to pay if it granted the required certificate, and by refusing that certificate, it saves itself from the necessity of paying its debt, and also prevents the Company from obtaining possession of the Pictou Branch, which was practically the main inducement for the Company entering into a contract which has been so emasculated by exactions, on the part of the Nova Scotia Government, that the advantages it would have conferred upon the Company have almost entirely disappeared. And the branch has already been withheld for three years and a-half since, according to the original contract, they became entitled to its possession.

I am also directed to mention in this connection that, while the Nova Scotia Government has thus illegally and unjustly withheld from the Company its rights under the contract, on the pretended ground that it considers the railway not to be completed, it has adopted the railway as constructed, as its standard for the

construction of all the Nova Scotia railways by the Company now projected and intended to be subsidized.

Fortunately for the Company, a clause in the agreement between the two Governments and the Company provides that, in case of any dispute as to the completion of the contract, such dispute may be submitted to the Minister of Public Works of the Dominion. By which phrase we understand that the Minister of Railways, if contemplated, as railways were then held under the general jurisdiction of public works.

And we therefore now apply to you as arbitrator and referee under that agreement to pronounce whether or no the Company has completed its contract, and whether or no it is entitled to a certificate of such completion from the Nova Scotia Government.

We propose to transmit to the Nova Scotia Government a copy of this requisition to you; and we respectfully ask you to fix a day on which we may submit the question to you subject to any inspection or any other specie of evidence that you may desire to have before you.

And this requisition is made without waiver of the just claims of the Company against the Nova Scotia Government for the loss sustained during the six months they have been prevented from obtaining possession of the Pictou Branch under the last contract with that Government and for the interest upon the balance of subsidy in its hands during the same period.

I am instructed further to point out that the Company has been improperly prevented by the means above stated from issuing its bonds; and has thus been compelled to make heavy sacrifices in connection with its finances, for which also the Company reserves its recourse against whom it may concern.

In conclusion, I am instructed by the Company to apply to the Government of the Dominion for the delivery over to this Company of the Pictou Branch according to the contract now in force, to which the Dominion Government is a party, and according to the Statutes of the Dominion Parliament now in force in that behalf.

I have the honor to be, Sir, your obedient servant,

T. D. MILBURN, *Managing Director, H. & C. B. Ry.*

OTTAWA, 12th April, 1882.

SIR,—I have the honor, by the direction of the Minister, to acknowledge the receipt of your communication of the 20th ult, having reference to certain matters in dispute between the Halifax and Cape Breton Railway Company and the Government of Nova Scotia.

I am, Sir, your obedient servant,

F. BRAUN, *Secretary.*

T. D. MILBURN, Esq., Managing Director of H. & C. B. Ry. Co., Ottawa.

OTTAWA, 12th April, 1882.

SIR,—I have the honor, by the direction of the Minister, to transmit herewith for your information, and for any remarks you may wish to offer in respect thereof, a communication received from Mr. T. D. Milburn, Managing Director of the Halifax and Cape Breton Railway Company, having reference to certain matters in dispute between said Company and the Government of Nova Scotia.

I am Sir, your obedient servant,

F. BRAUN, *Secretary.*

Hon. S. H. HOLMES, Prov. Sec. Nova Scotia, Russell House, Ottawa.

OTTAWA, 12th April, 1882.

SIR,—I have the honor to acknowledge the receipt of the letter of Mr. D. T. Milburn, dated the 20th March last, relating to Pictou Branch Railway, forwarded

to me by direction of the Minister, and beg to say the same will receive early attention.

I have the honor to be, Sir, yours, &c.,

S. H. HOLMES, *Provincial Secretary.*

F. BRAUN, Esq., Secretary Railways and Canals.

HALIFAX, 16th May, 1882.

SIR,—Herewith I have the honor to enclose a report of Provincial Engineer upon certain allegations in a letter of T. D. Milburne, Managing Director of the Halifax and Cape Breton Railway Company, addressed to you and dated 20th of March. Also minute of Council approving of the same.

I have the honor to be, Sir, your obedient servant,

S. H. HOLMES, *Provincial Secretary.*

Sir CHARLES TUPPER, C.B., Minister of Railways and Canals.

COPY of Minute of Executive Council of Nova Scotia, passed at a meeting held at Halifax, the 8th day of May, A.D. 1882, and approved by His Honor the Lieutenant-Governor.

That the Report of the Provincial Engineer on the Memorial of the Managing-Director of the Halifax and Cape Breton Railway and Coal Company, to the Minister of Railway and Canals, be adopted and transmitted to said Minister, with the further intimation that the statements of facts contained in the Memorial, are not concurred in by the members of the Nova Scotia Government, and that in their opinion the time has not arrived at which the arbitrament of any member of the Government of Canada can take place.

Provincial Secretary's Office, Halifax, 16th May, 1882.

(Certified, a true copy.)

S. H. HOLMES, *Clerk Executive Council.*

PROVINCIAL ENGINEER'S OFFICE, HALIFAX, N.S., 29th April, 1882.

SIR,—I beg to submit, for your information, the following remarks respecting certain allegation contained in a letter addressed by Capt. T. D. Milburne, Managing Director of the Halifax and Cape Breton Railway, to the Dominion Government on the 20th March last, which document has been transmitted to this office with instructions to report upon such matter contained therein as comes within my knowledge; I have the honor to represent accordingly the following statement for your consideration.

The first, second, and third paragraphs do not come within my province to discuss or report upon. The next seven, containing charges of grievances said to be sustained by the Company on the pretence of remissness on the part of the Provincial Engineer, and the Nova Scotia Government more particularly, apply to matters within the purview of this office, and are quite discernable in their purport, and to these I shall solely refer. That they may be more fully understood, I shall take them as represented, and will offer my remarks thereon *gradatim*.

1. Captain Milburne says: "The railway was practically finished in December of that year (1880) though some ballasting which, as you are aware, has to be done gradually, still remain to be completed. The railway, however, commenced running in that winter, and has run continuously ever since, in a manner satisfactory to every one concerned."

Reply.—At the time it is alleged (December, 1880) that the railway was practically finished, one-third of the ballasting remained to be performed, as well as several other obligations of the Company necessary to complete their contract. When it is understood that the Halifax Cape Breton Railway Company expended over \$80,000 during the ensuing summer, in partially completing these obligations, further comment is unnecessary. Trains were allowed to run at a slow rate of

speed, limited to 15 miles per hour over an unfinished line, as far as Cuttendens' Creek, in December, 1880.

2. Captain Milburne says: "The Company being well aware that the Government would postpone to the last possible moment the acknowledgment that the railway was completed, perfected the ballasting and put the road in a condition not excelled even by the best parts of the Intercolonial Railway before requesting such acknowledgment; and on the 17th of September, 1881, the Managing Director required from the Government a certificate that railway was complete under the contract.

Reply.—The Company was, no doubt, well aware that a certificate would not, or ought not, be given by any responsible party, to say that a line of railway was finished and equipped, and all obligations performed to a defined standard agreed upon by the Company until the line was finished agreeably to that standard, or at least to its spirit.

Respecting the comparison of excellence, the Eastern Extension Railway, although remarkably good for its class, is entirely below the standard of the Intercolonial. The contract was not then complete according to the specification, nor is it now complete.

3. Captain Milburne says:—"Mr. Murphy, the Government Engineer, made a report on the 10th of October last, in which he specified several small points in which he considered the road to be incomplete, the main objection, however, being the height of the Black River bridge. This bridge was built according to the plans approved by the Government Engineer, but one and a half feet higher than those plans required, because the Company's Engineer thought the height approved by the Government Engineer too low. It was again raised at his instance before the road was completed to a further height, which he then thought fit to impose on the Company."

Reply.—In the first place the plan of the bridge was made by the Company, on their agent, and represented to be sufficiently high and capacious to discharge safely all freshets. Upon such representation the plan was recommended for approval by the Provincial Engineer and approved by the Governor in Council. How, then, can Captain Milburne say: "Because the Company's Engineer thought the height approved by the Government Engineer too low?" when actually it was the Company itself through their attorney that forwarded the plan to the Government Engineer in the first place, for approval of Government, and it was part of the Company's contract to have such plans made and furnished? It is true the Engineer that furnished the plan, in the first place, and the party who afterwards constructed the bridge, were different men, still they were both agents of the Company; but what has the Government to do with that? The Company was to perform all engineering work necessary to their contract, part of that work was to furnish a plan of Black River bridge, they made a mistake by drawings, and by writing to the Government that the bridge as designed was of proper dimensions; and because the Government Engineer recommended and the Government approved of what they themselves represented and forwarded for approval, they now, through their new Managing Director, condemn, by placing the onus unjustly and in a prevaricating manner on the Government Engineer.

Regarding the remarks of imposition they are ungenerous and unjust. The bridge was not raised until the ice in the river during the spring freshets actually battered the lower timbers which support the floor. If it had not been raised higher it would have been carried away long since; yet the fact of having it lifted so as to give it just sufficient headway for the ice to run free, characterized as an imposition on the Company.

4. Captain Milburne says: "Nevertheless any objection to this same bridge as not being high enough, formed this principal objection to the reception of the railway in September last; the whole of the work which was required to remove this objection amounted to about \$2,000, and at the time these objections were made the Government had in its hands over \$57,000 of the subsidy which ought to have been paid to the Company two years before."

Reply.—On the 10th of October, eight miles of the ballasting was incomplete. The semaphores signals at Antigonish and at New Glasgow were not finished. The ballasting of the branch to Wylde's Cove was not finished. The farm crossings were incomplete. The lifting of the Black River bridge and the approaches over the embankment at east side was not then finished. The steamboat to cross the Strait of Canso was then, as it is now, objectionable, inasmuch as it is not of sufficient form or build to perform effectually the required service according to contract. To this I shall refer hereafter.

With regard to the balance of subsidy, it was not to be paid until all obligations under the contract were completed, and was to be reserved for the payment of outstanding claims against the Company.

5. Captain Milburne says: "The Company immediately proceeded to perform the petty items of work which Mr. Murphy indicated, and raised the bridge to the height thus a third time fixed by him; and on the 26th of October, the managing director informed the Government, that all Mr. Murphy required had been done, and again demanded a certificate for the completion of the work."

Reply.—On the 24th November, the eastern embankment approaching the Black River bridge, was in a very unfinished condition. This embankment is exposed to ice floes or blocks of ice which descend the stream, and, from the experience we have had, it was considered absolutely necessary to safety that the embankment should be raised and strengthened. Although the bridge was then safe enough, the bank was not to its proper width, slope or strength to resist the freshets that must not only run against it, but must follow a poorly constructed crib-work along it for some distance.

The farm crossings were then not finished, and the steamboat was not then, nor is it now, provided according to agreement. What Captain Milburne designates as "petty items of work," are works absolutely necessary to safety, and their want or neglect too frequently cause the most serious accidents.

6. Captain Milburne says: "After a delay of more than a month, a further report of Mr. Murphy was transmitted to the Company raising some other objections of the most frivolous character, upon small points of detail which were of no importance whatever to the railway, and which, in the aggregate, were only of the value between \$200 and \$300. These were all immediately rectified in accordance with his wishes, and for a third time, on the 30th of December last, the Managing Director again notified the Government that the objection made a second time by Mr. Murphy had been removed, and demanded a certificate."

Reply.—The further report transmitted, is that to which I have already alluded in my answer to the previous paragraph, which Captain Milburne characterizes as of "most frivolous character," and which he says were of no importance to the railway. I must entirely disagree with Captain Milburne in this respect, and have no doubt, that if he will consult his Engineer on this matter more fully, he will come to a different conclusion. It is also a great mistake to say that the aggregate of the items to be performed according to request would not come to more than \$200 or \$300. The steamboat alone is set down in the schedule attached to the contract as worth \$15,000. True, there is a steamboat working, still it is unequal to the requisite duty, and it will cost the above amount to provide a competent one to perform the ferry service efficiently.

7th. Captain Milburne says: "On the 9th of January last Mr. Holmes informed the Managing Director that Mr. Murphy had been ordered again to report on the railway that no visit of inspection has since been made by Mr. Murphy, and no communication of any kind has since been received from the Government."

Reply.—Within the time mentioned by Captain Milburne I have myself forwarded my report for 1881 to him, to his manager, Mr. Laurie, and his engineer, Mr. Sheeran, in which the following works are mentioned as being necessary to complete the contract:—

1. Two small culverts near Tracadie have proved to be inadequate in size.

2. The embankment at Black River Bridge is not yet sufficiently protected to prevent "wash out."

3. The steamboat *Norwegian* is still performing the ferry service although considered incapable.

4. The wharf on eastern side of Strait of Canso, although not yet built, the Company is excused on account of delay in agreeing to the point at which it is to be erected.

There are several other charges of alleged injustice which the Government will be able to consider without any remarks from this office. In conclusion, however, I would further say:

The bridge structures of the Eastern Extension are marked by no unnecessary outlay; the same may be said of the culverts. Private effort and circumscribed capital has been fairly considered. The structures have been built with a view of capacity and strength to fairly and safely perform their requisite duty, and no more. It would be a very easy matter for an engineer to order or to erect all structures so large as not to be controlled by undue expenditure, as can be frequently instanced on Government works.

The representations of the Company towards unnecessary outlay, which were so frequent throughout construction, were always duly considered, and if their Engineers made a mistake in the height of bridge, above a river bed, or of the capacity of a couple of culverts, it was no doubt their view to economy that prompted them to do so. The Government, throughout the works of construction, had frequently to insist on enlargement, to ensure a greater and more certain margin of safety than the Company proposed; and if, in this one instance of the Black River bridge, they through their Engineer, did not make any exaction, but did just what the Company desired they should do, it is curious that the Company now sets it down as an imposition because the error has to be rectified in the interest of safety.

One of the conditions stipulated for by the Government with the Halifax and Cape Breton Railway Company, was that a steamer of such character and tonnage as may be approved by the Governor in Council to effectually perform the ferry service across the Strait of Canso, should be provided by the Company. When, in August, 1880, the steamboat *Norwegian* arrived at Port Mulgrave, one could easily discern that she was not the class of boat for that service, which the contract stipulated for. Mr. Abbott, on the other hand, maintained that she was just the class of boat that suited. With their conflicting opinions before them, the Government thought better to employ an expert; Mr. Smith, the Dominion Government Steamboat Inspector for the Maritime Provinces, was selected, and he reported against her capacity. Mr. Smith's report is hereto annexed. The Company was accordingly requested to provide another and more suitable boat, but they have not yet done so and this is the principal cause why a certificate cannot be given.

The wharf on the eastern side of the Strait, which the Company was also to construct under their contract, but which is not yet constructed, ought not, in my opinion, prevent a certificate for completion being given, inasmuch as the point at which it is to be erected has not yet been decided upon.

Since it has been discovered that there is cause for fear lest the structure mentioned are inadequate for the discharge of the rainfall from the watershed above which must necessarily pass through them, I have been most anxious, fearing "wash out," and that an accident would be the result; so much so, that during any heavy recent rain storm, I have telegraphed the Company's Engineer to ascertain the results of the freshets. I know, from the tenor of that gentleman's replies, that he was equally anxious. With these facts before us, it is very extraordinary that the Managing Director of the Company should characterize the few but necessary requirements still wanting to ensure safety, as frivolous, &c., &c.

I have the honor to be, Sir, your obedient servant,

M. MURPHY, *Provincial Engineer.*

STEAMBOAT INSPECTOR'S OFFICE,
ST. JOHN, N.B., 7th September, 1880.

SIR,—I have the honor to inform you that, as requested in a letter from the Provincial Engineer dated 23rd ult., I proceeded to Hawkesbury, C.B., and made an examination of the steamer *Norwegian*, and beg to submit the following report:—1st The condition, age and power of said steamer.

The *Norwegian* is in good condition, was built in Quebec in 1876, is sheathed with iron quarter inch thick seventy feet of her length to a depth of five feet, has a condensing engine (jet condenser), thirty inches diameter of cylinder, thirty inches stroke, the steam pressure allowed is 36 lbs. to the square inch.

2. The capacity of this steamer to perform the required service under the conditions of contract between the Government of Nova Scotia and M. A. Abbott, a copy of which has been furnished me.

I do not think that the steamer *Norwegian* is of sufficient capacity, strength or power, or of proper model, to perform the service required under the conditions of contract between the Government of Nova Scotia and Mr. H. Abbott.

The *Norwegian* is a good powerful tugboat, fitted with a condensing engine 30 x 30; the boiler "shell" is old and single rivetted; the furnaces, tube sheets and tubes are new; the engine and part of the boiler were formerly in use in another steamer; the pipes and copper, the engine and boiler &c. are in good order. I estimate the present value of the *Norwegian* at \$14,000.

I have the honor to be, Sir, your obedient servant,
WM. M. SMITH,
Deputy Chairman Board of Steamboat Inspectors Dominion of Canada.

NEW GLASGOW, NOVA SCOTIA, 31st May, 1882.

SIR,—I have the honor to request you will be good enough to let me have a reply to my letter of April 5th,* desiring you to act as arbitrator between the Government of Nova Scotia, and the Halifax and Cape Breton Railway Company, with reference to the completion of the Eastern Extension, and beg to point out that the Company has been suffering great loss for many months past from the Pictou Branch not having been handed over to them, and from the balance of subsidy being unpaid.

I have the honor to be, Sir,
T. D. MILBURNE, *Vice-President, H. & C. B. Ry.*

Hon. Sir CHARLES TUPPER, K.C.M.G., Minister of Railways.

MONTREAL, 25th July, 1882.

SIR,—I have the honor to state that the Halifax and Cape Breton Railway and Coal Company completed the railway known as the Eastern Extension, last September; but that the Nova Scotia Government decline to grant a certificate of such completion, in consequence of a difference of opinion as to such completion, and that this Company requests the determination of the Minister as to such difference, according to the Statutes in such cases provided. Further particulars of the Company's position and pretensions will be forwarded to you forthwith.

I have the honor to be, Sir, your obedient servant,
J. J. C. ABBOTT, *for the H. & C. B. Ry. & Coal Co.*

Hon. Sir CHARLES TUPPER, Minister Railways and Canals.

HALIFAX AND CAPE BRETON RAILWAY AND COAL COMPANY.

MONTREAL, July 26th, 1882.

SIR,—I have the honor to state in the month of September last, as your Department has already been informed, this Company completed the railway known as the

* Query March 20th. No such letter received on 5th April.

Eastern Extension, lying between New Glasgow and the Strait of Canso, in the Province of Nova Scotia, and established a ferry across the Strait of Canso, the whole in accordance with the contract made between Harry Abbott, Esq., and the Government of Nova Scotia, in October, 1876.

That the Company immediately notified the Government of such completion, and applied for a certificate thereof, and that upon such application the Government of Nova Scotia caused the Provincial Engineer to examine the work in the summer of last year, and that the Engineer having reported that certain trifling details remained to be done, the Company immediately completed those details, and again last autumn notified the Government of such completion.

That thereupon the Provincial Engineer reported certain other minor details which he desired to have completed, which were accordingly done, and the Government were again notified later on of such completion, and were applied to for the requisite certificate of completion.

That save and except by a formal acknowledgment of the reception of such application, the Government of Nova Scotia have ever since entirely ignored the application of the Company, and have disregarded several further applications made to it by the Company for such certificate; and that no further notice of any deficiency or incompleteness in the work has been given to the Company by the Government, or by the Provincial Engineer, up to the present time.

That finally, on the 15th of July, instant, the Company received from the Government of Nova Scotia a copy of a Minute in Council, passed at a meeting held at Halifax on the 14th of July instant, to the following effect:—

“That intimation be given to the Halifax and Cape Breton Railway and Coal Company, in response to the several applications of that Company, that, in the opinion of the Government of Nova Scotia, the balance of the subsidy remaining undrawn and applicable to the works of the Eastern Extension Railway, will be adequate to secure the satisfactory completion of the works provided for in the contract of the Company.”

That in view of the fact that no notice or report has been communicated to the Company of any deficiency in the works, and that since the completion of the railway the Government of Nova Scotia have publicly adopted it as the standard of other railways in Nova Scotia, the Company are unable to understand the intimation so given in any other sense than as a refusal to perform the obligations of the Government under the existing contract and agreement.

That under constraint by the Government of Nova Scotia, this Company was compelled, in February, 1879, to execute an agreement, modifying the terms of the original contract, and that among other things it was provided by that agreement that in case of dispute as to the completion of the railway, such dispute should be submitted to the Minister of Public Works of the Dominion of Canada, as the arbitrator, whose award thereon should be final. And this Company, therefore, now respectfully calls upon you to exercise the powers conferred upon you by that agreement, and to award upon the claims of the Company upon the Government of Nova Scotia, and more particularly upon the following claims which the Company make for reference to your decision, viz.:—

1. That this Company has completed the works of construction, and the establishment of the ferry provided for by the contract with Harry Abbott, Esq., dated October, 1876, and has been for nine months past entitled to a certificate of such completion.

2. That this Company is entitled to damages from the Government of Nova Scotia at the rate of \$10,000 per month, for preventing the Company from obtaining the delivery of the Pictou Branch by illegally withholding the said certificate.

3. That the Nova Scotia Government is indebted to this Company in the sum of \$57,000, as the balance of subsidy due this Company under the said contract and agreement, with interest from the date of the completion of the said railway.

And I have further the honor to apply to the Government of the Dominion for the immediate delivery over to this Company of the railway known as the

Pictou Branch, in accordance with the contracts and agreements now in force on that behalf.

I have the honor to be, Sir, your obedient servant,

HUGH ALLAN, *President H. & C. B. Ry. & Coal Co.*

Hon. Sir CHAS. TUPPER, K.C.M.G., Minister Railways & Canals.

OTTAWA, 29th July, 1882.

SIR,—I am directed to acknowledge the receipt of your letter of the 26th July submitting a statement of certain differences which have arisen between the Government of Nova Scotia and Halifax and Cape Breton Railway and Coal Company, in regard to the completion of the railway known as the "Eastern Extension," and calling on the Department to act as the arbitrator to determine such difference.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

Sir HUGH ALLAN, President Halifax and Cape Breton Railway & Coal Company.

Re Halifax & Cape Breton Railway & Coal Company.

OTTAWA, 29th July, 1882.

SIR,—I am directed to refer the enclosed letter from the Hon. J. J. C. Abbott, M.P., and from Sir Hugh Allan, President of the Company, and to ask that you will consider the question and advise as to whether the Department is authorized by law to act in the manner suggested, and generally.

I am, Sir, your obedient servant,

Deputy Minister of Justice.

A. P. BRADLEY, *Secretary.*

NEW YORK, 28th July, 1882.

MY DEAR SIR,—On the day I left Ottawa Mr. Abbott, on behalf of the Halifax and Cape Breton Railway Company, addressed a letter to the Minister, urging that inasmuch as a difference has arisen between the Company and the Nova Scotia Government as to whether or not the road had been completed, and the ferry established across the Straits of Canso, according to contract, the Company contending that it had been, whereas the Nova Scotia Government allege that it has not been, completed as required by contract, Mr. Abbott asks that the matter be referred to the Minister of Railways and Canals without delay to settle this question in accordance with the terms of the act of agreement.

I may say I went over the works sometime ago, and so far as a cursory examination admitted of it, it certainly appeared to me that they had built a good, substantial road; and upon enquiry at the Straits of Canso I learned that the steamer employed had performed the service fairly well.

If I am right in my views, it would appear as if the Company were entitled to receive the road.

As it is very important in connection with the working of the Intercolonial Railway that the transfer should be made at any early day, or that the Department should authorize the expenditure of a sum of money sufficient to renew the thirteen miles of old iron rails (which are now in very bad condition) with steel, I would recommend urgently that upon the return of Mr. Abbott's letter from the Department of Justice, to which it was referred, that you should take immediate steps to determine the question as to whether the road has been completed according to contract or not. I trust you will appreciate the importance of not delaying this.

Yours very truly,

COLLINGWOOD SCHREIBER.

Hon. J. H. POPE, Acting Minister of Railways and Canals.

By telegraph from St. John, N.B., to Hon. J. H. Pope.

OTTAWA, 4th August, 1882.

Has any action been taken regarding the transfer of the Pictou Branch?

COLLINGWOOD SCHREIBER.

By telegraph from Truro, N.S., to G. W. Burbidge, Deputy Minister of Justice.

OTTAWA, 7th August, 1882.

Re Pictou Branch, please report to Department as early as possible, on Mr. J. J. C. Abbott's letter referred to you.

C. SCHREIBER.

OTTAWA, 11th August, 1882.

SIR,—I have the honor to acknowledge the receipt of your communication of the 29th ultimo, and enclosures with regard to the "Halifax and Cape Breton Railway and Coal Company."

Sir Hugh Allan, President of the Company, and Mr. Abbott, by letters dated respectively the 26th and 25th ultimo, addressed to Sir Charles Tupper, as Minister of Railways and Canals, request him to arbitrate between the Company and the Nova Scotia Government on certain points in difference. Mr. Abbott asks for action under the Act (42 Vic., ch. 12, s. 4), and Sir Hugh Allan under the terms of an agreement alleged to have been executed in February, 1879. Mr. Abbott asks for an arbitration on the question, as to whether or not the contract between the Company and the Nova Scotia Government has been completed, with a view, no doubt, to obtaining the transfer of the Pictou Branch to the Company.

Sir Hugh Allan asks for the same, (1) and also for action in reference to claims, (2) for damages for preventing the Company from obtaining delivery of the Pictou Branch, and (3) for balance of subsidy. He also asks for the immediate delivery to the Company of the Pictou Branch. I have not been furnished with a copy of the agreement, and cannot say what are the rights of the parties under that. I confine myself entirely to the Act (42 Vic., ch. 12).

Under the Act the Pictou Branch cannot be transferred to the Halifax and Cape Breton Railway and Coal Company until the contract for the construction and equipment of the extension line of the railway from New Glasgow to the Strait of Canso, and for the establishment of a steam ferry at the Strait of Canso, or any modification thereof, shall have been completely performed to the satisfaction of the Nova Scotia Government.

The Nova Scotia Government say that they have enough money in their hands to secure the satisfactory completion of the works provided for in the contract. This is in fact saying that the contract is not completed, and can in no sense justify the Government of Canada in transferring the Pictou Branch to the Company.

By section four, in case of a difference of opinion between the Company and the Government of Nova Scotia as to (among other things) the non-performance of the contract, such difference shall be submitted for determination to the Minister of Public Works of Canada, and his decision shall be final and binding. That difference of opinion clearly exists, and the submission can be made. Without saying that the Minister cannot act unless both parties submit the matter to him, I think it would not be advisable to do so if it can be avoided, and that the Nova Scotia Government should be informed of the request for a decision on the question of the completion of the contract and action on their part invited. The Act gives no power to the Minister to arbitrate in the other matters mentioned in Sir Hugh Allan's letter. I notice that the Minister of Railways and Canals is asked to act in the matter. If he so acts with the express consent of both parties there can be no difficulty; but if at the instance of the Company only, it would be well to consider whether the power to arbitrate

given to the Minister of Public Works by 42 Vic., ch. 12, s. 4, is transferred to the Minister of Railways and Canals by 42 Vic., ch. 7, s. 5. No doubt the management of the Pictou Branch is in the Minister of Railways and Canals, and that the transfer must be made under his discretion. But that he should arbitrate between the parties on a contract relating to a work not under his management is not so clear. It is not clear; but that as the Act names the Minister of Public Works, and not the Minister of Railways and Canals, the former and not the later should act as arbitrator.

Your obedient servant,

GEORGE W. BURBIDGE, *D.M.J.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

OTTAWA, 15th August, 1882.

SIR,—I am directed by the acting Minister (Mr. Pope) to enclose for your information, a copy of an opinion received from the Department of Justice, dated the 11th instant, in respect of the application made by Sir Hugh Allan and Mr. Abbott, on behalf of the Halifax and Cape Breton Railway and Coal Company, for intervention of the Minister of Railways and Canals, in settlement of questions in dispute between that Company and the Nova Scotia Government, as to the condition of their road.

It is, I am to say, the desire of the acting Minister that you should endeavor to make arrangements, by which the arbitration sought for may be arrived at.

I should add that the agreement of February, 1879, referred to in the letter of the Department of Justice, has now been sent for their information, and that any further report they may make in the matter will be communicated to you.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

COLLINGWOOD SCHREIBER, Esq., Chief Engineer Govt. Rys.

OTTAWA, 15th August, 1882.

SIR,—With reference to your letter of the 11th instant, conveying your opinion as to the application made on behalf of the Halifax and Cape Breton Railway and Coal Company for the intervention of the Minister of this Department, I have the honor to enclose, for your information, and for such further opinion as it may seem desirable to you to furnish thereon, a copy of the agreement dated the 1st of February, 1879, between the several parties interested, the absence of which from the papers submitted to you, as you state, prevented your consideration of the rights conferred by it.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

GEORGE W. BURBIDGE, Deputy Minister of Justice.

HALIFAX AND CAPE BRETON RAILWAY AND COAL COMPANY.

MONTREAL, 17th August, 1882.

SIR,—In addressing you on the subject of the Halifax and Cape Breton Railway and Coal Company, and in stating that the work was completed, I omitted to mention that there is a small wharf to be constructed on the Cape Breton side of the Strait, which has not been built for the reason that the Company has never been able to obtain from the Government any directions as to its location. There are two points at which it may be easily put, and repeated applications have been made to the Government to select the one which was to be adopted without any result. Of course, the Company would make no objection to an amount of money sufficient to build the wharf remaining in the hands of the Government out of the large subsidy now long over due.

I have the honor to be, Sir, your obedient servant,

HUGH ALLAN, *Prest. H. & C. B. R. & C. Co.*

Sir CHARLES TUPPER, K.C.M.G., Minister of Railways and Canals.

OTTAWA, 22nd August, 1882.

SIR,—I am instructed to acknowledge the receipt of your letter of the 17th inst., calling attention to the fact that you had omitted to state in your letter of the 26th July last that there is a small wharf on the Cape Breton side of the strait which has not as yet been constructed by the Halifax and Cape Breton Railway and Coal Company, for the reason that you have never been able to get instructions as to its location.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

Sir HUGH ALLAN, President H. & C. B. Ry. and Coal Company, Montreal.

OTTAWA, 23rd August, 1882.

SIR,—I have the honor to acknowledge the receipt of your letter of the 15th instant enclosing the agreement mentioned in my letter of the 11th instant.

The agreement as to the matter of referring differences between the Halifax and Cape Breton Railway and Coal Company, and the Government of Nova Scotia, does not go further than the Act 42 Vic., ch. 12, consequently the only matter mentioned in Sir Hugh Allan's letter on which the Minister can arbitrate is the question as to whether or not the contract has been completed. The agreement makes the Minister of Public Works the referee, and having reference to it as well as to the Act.

I am of opinion that the Minister of Public Works should act in case of the matter in difference being submitted. Papers returned.

Your obedient servant,

GEORGE W. BURBIDGE, *D. M. J.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

OTTAWA, 25th August, 1882.

SIR,—I am instructed to forward, for your further information, the enclosed copy of a letter received from the Department of Justice on the subject of the difference between the Government of Nova Scotia and Halifax and Cape Breton Railway and Coal Company.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

C. SCHREIBER, Esq., Chief Engineer Government Railways in Operation.

MONCTON, N. B., 24th August, 1882.

SIR,—In accordance with your letter dated the 15th instant, I have had an interview with the Hon. W. T. Pipes, Premier of Nova Scotia, upon the subject of the matter in dispute between the Company and the Government in relation to the issuing of the final certificate of completion of the Halifax and Cape Breton Railway. I informed him that the Company had made application to the Hon. Minister of Railways to arbitrate upon this question, under the Act 42 Vic. ch. 12, s. 4, and that the Department instructed me to endeavor to make arrangements to that end. I, however, suggested to Mr. Pipes that it would probably be more satisfactory to all parties if his Government could dispose of the matter without having resort to this reference. In this view he expressed his personal concurrence, and he stated that in his opinion the application for this reference must have been made upon the action of the late Government, inasmuch as his Government had had no opportunity of looking into the question. He further stated that it possibly might be better not to press the matter until he had an opportunity of discussing it with his colleagues which he would do upon their assembling at Halifax in a few days, when their decision should immediately be communicated to the Company, and so the matter stands.

I am, Sir, your obedient servant,

COLLINGWOOD SCHREIBER.

A. P. BRADLEY, Esq., Secretary Railways and Canals.

HALIFAX AND CAPE BRETON RAILWAY,
221 DRUMMOND STREET, MONTREAL, 3rd October, 1882.

SIR,—From the enclosed copy of a letter from the Provincial Secretary of Nova Scotia, you will learn that that Government refuse positively to grant us a certificate of completion of Eastern Extension Railway.

The Company consequently begs you will be good enough to take the necessary steps towards granting them the certificate without delay, as provided for in the Dominion Act of March, 1879.

I have the honor to be, Sir, your obedient servant,

T. D. MILBURN, *Vice-President H & C.B. Ry.*

Hon. Sir CHARLES TUPPER, Minister of Railways.

HALIFAX, N. S., 8th September, 1882.

SIR,—I have it in command to inform you that the application of your Company for the certificate of completion of the Eastern Extension Railway has been considered by the Government, and it has been decided that such certificate cannot be granted at present.

I have the honor to be, Sir, your obedient servant,

CHARLES E. CHURCH, *Provincial Secretary.*

J. D. LAURIE, Esq., Superintendent H. & C.B. Ry., New Glasgow.

OTTAWA, 2nd September, 1882.

SIR,—We beg respectfully to request that you will postpone from day to day the arbitration in the matter of the Eastern Extension Railway, until the Government shall have decided upon the proposition of the Nova Scotia Government now under consideration; and thereafter till we shall have time again to appear before you.

Your obedient servants,

J. J. C. ABBOTT.

For the H. and C. B. Railway Company.

Under reserve of objection of this jurisdiction.

WILLIAM T. PIPES.

Hon. Sir HECTOR LANGEVIN, C.B., K.C.M.G.

OTTAWA, 9th October, 1882.

SIR,—I have the honor, by direction of the Minister, and in accordance with an opinion given by the Deputy of the Minister of Justice, in a letter dated the 23rd August last, to inclose for your information in order to an arbitrament by yourself as Minister of Public Works, provision for which was made by the Act 42 Vic., ch. 12, respecting the Truro and Pictou Railway, transfer all papers in this office bearing upon the question in dispute between the Halifax and Cape Breton Railway Company, and the Government of the Province of Nova Scotia, namely, as to whether or not a certain contract between the Company and that Government has been completed; this, according to the opinion of the Department of Justice, being the only point in dispute as to which such arbitrament can take place.

The following will show briefly the position of matters:—

By a deed of transfer of contract, dated the 20th December, 1876, consented to by the Nova Scotia Government, the Halifax and Cape Breton Railway and Coal Company undertook the construction of the Eastern Extension Railway from New Glasgow to the Strait of Canso, together with the establishment of a steam ferry across the Strait under a subsidy of \$7,945 a mile, with other subventions, amongst which was the possession of the Truro and Pictou Branch Line, the whole of which was approved by an Act of the Federal Parliament, 40 Vic., ch. 46, in the preamble to which all the preliminary steps will be found set forth.

Subsequently the said Act was amended by the Act, 42 Vic., ch. 12 (1879), in which and in an agreement of similar purport, dated the 1st of February, 1879, executed by representation of both the Federal and Provincial Governments by the Company, and by the original contractor, conditions were embodied making the transfer of the Pictou Branch dependent upon there being no default on the part of the Company in either the completion, equipment, establishment or operation of the Eastern Extension Line and the ferry, to the satisfaction of the Nova Scotia Government, the existence of such default to be "established in such manner as shall be agreed upon by the Government of Nova Scotia and the Company, or as shall be enacted by the Legislature of the said Province."

By the fourth section of this Act any difference of opinion between the Legislature and the Company as to the non-performance of the contract, or as to the failure of the Company to operate the railway and ferry, is to be determined by the Minister of Public Works of Canada.

Such difference of opinion has arisen, and, as above stated, your arbitrament is now sought upon the question of the performance or non-performance of the contract.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

Hon. Sir HECTOR LANGEVIN, K.C.M.G., C.B., Minister Public Works.

HALIFAX AND CAPE BRETON RAILWAY.

MONTREAL, 12th October, 1882.

SIR,—I have the honor to refer you to a letter addressed by this Company to the Hon. Sir Charles Tupper on the 26th of July last, respecting the refusal of the Nova Scotia Government to grant a certificate of completion to this Company of the Halifax and Cape Breton Railway.

I am further to state that since the date of that letter, the Company has received from the Government a positive refusal to grant the certificate of completion provided for by its contract with the Company, and as the Company contends that all the works which they are required to do under the contracts and agreements with the Nova Scotia Government have long since been completed, a difference of opinion such as contemplated by the 4th section of the Act 42 Vic., chap. 12, has arisen between the Nova Scotia Government and the Company.

As I understand, the Government has been advised that the power granted to the Minister of Public Works of Canada by that section did not pass to the Minister of Railways and Canals upon the division of the Department, I have now respectfully to ask, on behalf of this Company, that you will award upon the claims of the Company upon the Government of Nova Scotia referred to in the letter in question, and more particularly to award and determine whether or no the Halifax and Cape Breton Railway Company has completed the works contracted for by the contract entered into between Harry Abbott and the Government of Nova Scotia on the 31st day of October, 1876, in so far as they are bound to complete the same.

The Company is advised that it will be necessary to notify the Government of Nova Scotia of your intention to act as arbitrator, in the event of your deciding so to do and we would respectfully ask that such notice may be given as early as may suit your convenience.

The Company has now been nearly a year deprived of a very large amount of money belonging to it, and of the use of the Pictou Branch Railway, which was the only source from which it expected to derive any profit in assuming the contract in question, and I am instructed respectfully to beg that you will be pleased to proceed in the matter for the relief of the Company at as early a date as your numerous and important engagements will permit.

I have the honor to be, Sir, your obedient servant,

T. D. MELBOURNE, *Vice President H. and C. B. Ry.*

Hon. Sir HECTOR LANGEVIN, K.C.M.G., Minister Public Works.

RE-DISPUTE *between Halifax & C. B. Ry. and Coal Company and the Government of Nova Scotia respecting completion of extension line of railway from New Glasgow to the Strait of Canso and Minister of Public Works arbitration requested on such dispute.*

By a deed made in 1876 the Nova Scotia Government granted a subsidy of \$7,945 per mile to the Company for construction of above line.

By Acts 40 Vic., chap. 46 and 42 Vic., chap. 12, it was enacted that the Pictou Branch of the Intercolonial Railway should be transferred to Company so soon as contract for extension line to Strait of Canso and ferry across strait should be completed to satisfaction of Nova Scotia.

Correspondence.

On the 20th March, 1882, Captain Milburne, Vice-President of Halifax & Cape Breton Railway, wrote to Minister of Railways and Canals a lengthy report stating that extension line was practically finished in December, 1880, and that by the 17th September, 1881, it was in a condition not excelled by the best parts of Intercolonial Railway, that after that date some further work of completion required by the Provincial Engineer such as raising the Black River Bridge perfecting ballasting, &c., was made, and since their request of 30th December, 1881, for a certificate of completion, no communication was received by them from the Nova Scotia Government.

To this the Provincial Engineer replies on 29th April by a report (approved by the Nova Scotia Government) stating that at the time of his writing—(1.) Some culverts near Tracadie were still adequate; (2.) That the embankment of Black River Bridge is not sufficiently protected to prevent "wash-out," and (3.) Specially that the steamer "Norwegian" ferrying across Strait Canso is totally unfit for the service. To prove this latter assertion he produces a certificate from Steamboat Inspector Smith declaring that the ferry "is not of sufficient capacity, strength or power, or proper model to perform the service required."

On the 26th July, 1882, Sir Hugh Allan, President, states that the Company have repeatedly applied for a certificate of completion from Nova Scotia Government but cannot get it, that the railway has been completed for months past, asks the Ministers arbitration as provided by law (42 Vic., chap. 12) and claims \$10,000 per month damages for delays in issuing certificate.

On 17th August, 1882, he again writes, saying he omitted in former letter to state a small wharf, on Cape Breton side of Strait, was not yet built, owing to non-selection of site by Nova Scotia Government.

On 23rd August, Minister of Justice states the only matter mentioned in Sir Hugh Allan's letter, on which the Minister can arbitrate, is the question as to whether the contract has been completed.

On 28th July, 1882, Mr. Schreiber, Chief Engineer Government Railways, states he has visited the work, and that, so far as a cursory examination admitted of, it certainly appeared a good and substantial road, and that, on enquiry, he learnt the steamer employed as ferry had performed the service fairly well.

On the 18th September, 1882, Mr. Milburne, Vice President Halifax and Cape Breton Railway, encloses copy of a letter received by Company from Nova Scotia Provincial Secretary, stating that the certificate of completion "cannot be granted at present." Captain Milburne asks that the matter be arbitrated upon by the Minister at an early day.

The Act 42 Vict., chap. 12, at section 4, provides that in case of difference between Company and Nova Scotia Government respecting completion of contract, &c., such difference shall be submitted to the arbitration of Minister of Public Works of Canada, whose decision shall be final and conclusive.

The right of Minister of Public Works (and not Minister of Railways and Canals) to act as arbitrator in above case, is affirmed by Minister of Justice in letter herewith.

Minister of Justice also states in his letter that the only question to be arbitrated upon is whether contract has been completed or not.

18th October, 1882.

A. G.

HALIFAX AND CAPE BRETON RAILWAY.
221 DRUMMOND STREET, MONTREAL, 19th October, 1882.

SIR,—I have the honor to acknowledge the receipt of your letter of yesterday's date, informing me that you will receive evidence on the matter in dispute between the Nova Scotia Government and the above Company on the 2nd day of November next.

I have the honor to be, Sir, your obedient servant,

T. D. MILBURNE, *Vice-President H. and C. B. Ry.*

Hon. Sir HECTOR LANGEVIN, K.C.M.G., Minister Public Works.

Telegram.

NEW GLASGOW, N.S., 30th October, 1882.

Hon. Sir CHARLES TUPPER,—

Regret postponement of our arbitration; will be glad if you can undertake it on Thursday.

T. D. MILBURNE.

OTTAWA, 14th November, 1882.

SIR,—I am directed to refer, for your immediate report, a letter from the Attorney-General of Nova Scotia, expressing the opinion that the matter in dispute between the Nova Scotia Government and the Halifax and Cape Breton Railway Company in reference to the Extension Railway should not be arbitrated upon by the Minister of Public Works.

I also enclose the other papers bearing upon the case.

I have the honor to be, Sir, your obedient servant,

F. H. ENNIS, *Secretary.*

G. W. BURBIDGE, Esq., Deputy Minister Justice.

HALIFAX, 8th November, 1882.

SIR,—The Minister of Public Works—Sir H. Langevin—on the application of Mr. Milburne, made on behalf of the Halifax and Cape Breton Coal and Railway Company, has notified us to appear before him on Thursday next, the 16th instant at Ottawa, on which day he proposes to act as arbitrator between the Government and the Company on the *distinct question* as to whether or not *the line of railway to Canso is completed*. Our contention is that the railway contract is not completed to the satisfaction of the Governor in Council, there being no steam ferry sufficiently satisfactory, they have a boat of inferior construction, altogether unsuited for the service, and condemned by the Inspector, Mr. Smith, in a survey of her made at the instance of the late Government; again, there are no wharves on the Cape Breton side, and I am informed that for these and some other reasons our Provincial Engineer has hitherto refused a certificate of completion.

It appears that Sir Hector Langevin is led to this position by having his attention called to section 4 of ch. 12, of the Dominion Acts of 1879, from which would at first sight appear that "the Minister of Public Works is the proper arbitrator to decide as to the performance of the said existing contract."

My view is that the Minister of Public Works is to be arbitrator in a case dispute respecting *two things only, viz:—*

1st. As to items of tariff charges, and second as to any claim of this Government for a forfeiture—in other words, I hold that except under the triplicate agreement entered into at Ottawa on the first of February, 1879, no power existed in the Dominion Legislature to pass such a clause as No. 4 referred to. And I imagine

this will be evident to your mind on a perusal of the agreement which I enclose and have marked for your attention.

My object at present is to ask you to be good enough to present this view to the Minister of Public Works, who, if he sees fit, on a full consideration of the subject, may telegraph our Provincial Secretary or myself, and prevent the necessity of an inconvenient and expensive presentation of our case before him on Thursday, the 16th instant.

I have the honor to be, respectfully yours,

A. J. WHITE.

Hon. Sir CHARLES TUPPER, C.B.

14th November 1882.

SIR,—I am instructed to acknowledge the receipt of a communication, under date the 10th instant, from your Secretary, Mr. Ennis.

I have the honor to be, Sir, your obedient servant,

H. CROSSKILL, *Deputy Secretary.*

Sir H. L. LANGEVIN, Minister of Public Works.

OTTAWA, 16th November, 1882.

SIR,—I have the honor to enclose memorandum of the expenses of counsel and witnesses, from and to Antigonish, Quebec, and Montreal respectively, upon the reference before you between the Nova Scotia Government and the Halifax and Cape Breton Railway and Coal Company, which expenses you have been good enough to order to be paid as a condition of the postponement of the reference to the 30th instant.

I have the honor to be, Sir, your obedient servant,

J. J. C. ABBOTT.

Hon. Sir HECTOR LANGEVIN, K.C.M.G.

DEPARTMENT OF PUBLIC WORKS, OTTAWA, 11 a.m., 16th November, 1882.

PRESENT :—

HON. MINISTER OF PUBLIC WORKS.

In the matter of the reference upon a difference between the Government of the Province of Nova Scotia and the Halifax and Cape Breton Railway Company as to the contract for the completion of the Eastern Railway Extension.

The Attorney-General and Mr. McIntyre appeared for the Government.

Mr. Abbot, Q.C., appeared for the Company.

The Attorney-General excepted to the jurisdiction of the Minister of Public Works, on the ground that the provision authorising the reference to him was *ultra vires*.

Mr. Abbott replied.

The Minister decided that he was competent under the statute to deal with the reference.

The Attorney-General then, under reserve of his objection to the jurisdiction, applied for an adjournment of the case for reasons stated.

Mr. Abbott opposed the application.

The Attorney General replied.

Mr. Abbott contended that under any circumstances the application could only be granted on payment of the expenses of the Company in attending the appointment for the disposal of the reference.

The Minister ordered an adjournment of the reference to the 30th day of November, instant, at half-past two in the afternoon, on condition that the costs of the day incurred by the Company be paid, and requested that a memorandum of those costs be handed to him to be inserted on the minutes.

The costs were afterwards taxed at the sum of one hundred and eighty-eight dollars and fifty cents.

HECTOR L. LANGEVIN, *Minister Public Works.*

NOVEMBER, 1882.

Expenses of T. Shewen, Antigonish to Ottawa and Ottawa to Antigonish :

Cab fares	\$ 2 50
Meals while in train.....	7 00
Pullman	13 00
Hotels	10 00
Incidental, porters, &c.....	2 50
Total	<u>\$35 00</u>

(Approved) HECTOR L. LANGEVIN, *Minister Public Works.*

17th November, 1882.

OTTAWA, 16th November, 1882.

Expenses incurred by Mr. Milburne in journeying to Ottawa, on Arbitration between Nova Scotia Government and Halifax and Cape Breton Railway, \$9.50.

(Approved) HECTOR L. LANGEVIN, *Minister Public Works.*

17th November, 1882.

16th November, 1882.

Expenses incurred on trip to Ottawa as witness in case of Government of Nova Scotia v. Halifax and Cape Breton Railway Company, \$60.

JOHN DICK, *Quebec.*

I tax this to forty dollars.

HECTOR L. LANGEVIN, *Minister Public Works.*

17th November, 1882.

The Halifax and Cape Breton Railway and Coal Company

Dr.

To Hon. J. J. C. ABBOTT, Q.C.,

Nov. 16th, 1882.—To professional services at Ottawa as representing the Company before the Hon. the Minister of Public Works. Journey to Ottawa, &c., &c..... \$100 00
Expenses 4 00

Approved.

\$104 00

HECTOR L. LANGEVIN, *M.P.W.*

17th November, 1882.

OTTAWA, 16th November, 1882

SIR,—In reply to your letter enclosing one from the Attorney-General of Nova Scotia, protesting for the reasons therein mentioned against the Minister of Public Works acting as arbitrator between the Nova Scotia Government and the Halifax and Cape Breton Railway Company, upon the question as to whether or not the line of railway to Canso is completed, I have the honor to say I have submitted to the Attorney General's letter and all papers connected with the case to the Minister of Justice, who, after careful consideration, is of opinion that under the 4th section of the Act, ch. 12, it is competent to the Minister of Public Works to act as arbitrator.

The Minister cannot admit the contention that that portion of section 4 which empowers the Minister of Public Works to decide "as to the non-performance of the said existing contract" is *ultra vires* of the Dominion Parliament.

I have the honor to be, Sir, your obedient servant,

A. POWER, *Acting Deputy Minister Justice.*

Papers returned.

F. H. ENNIS, Secretary Public Works.

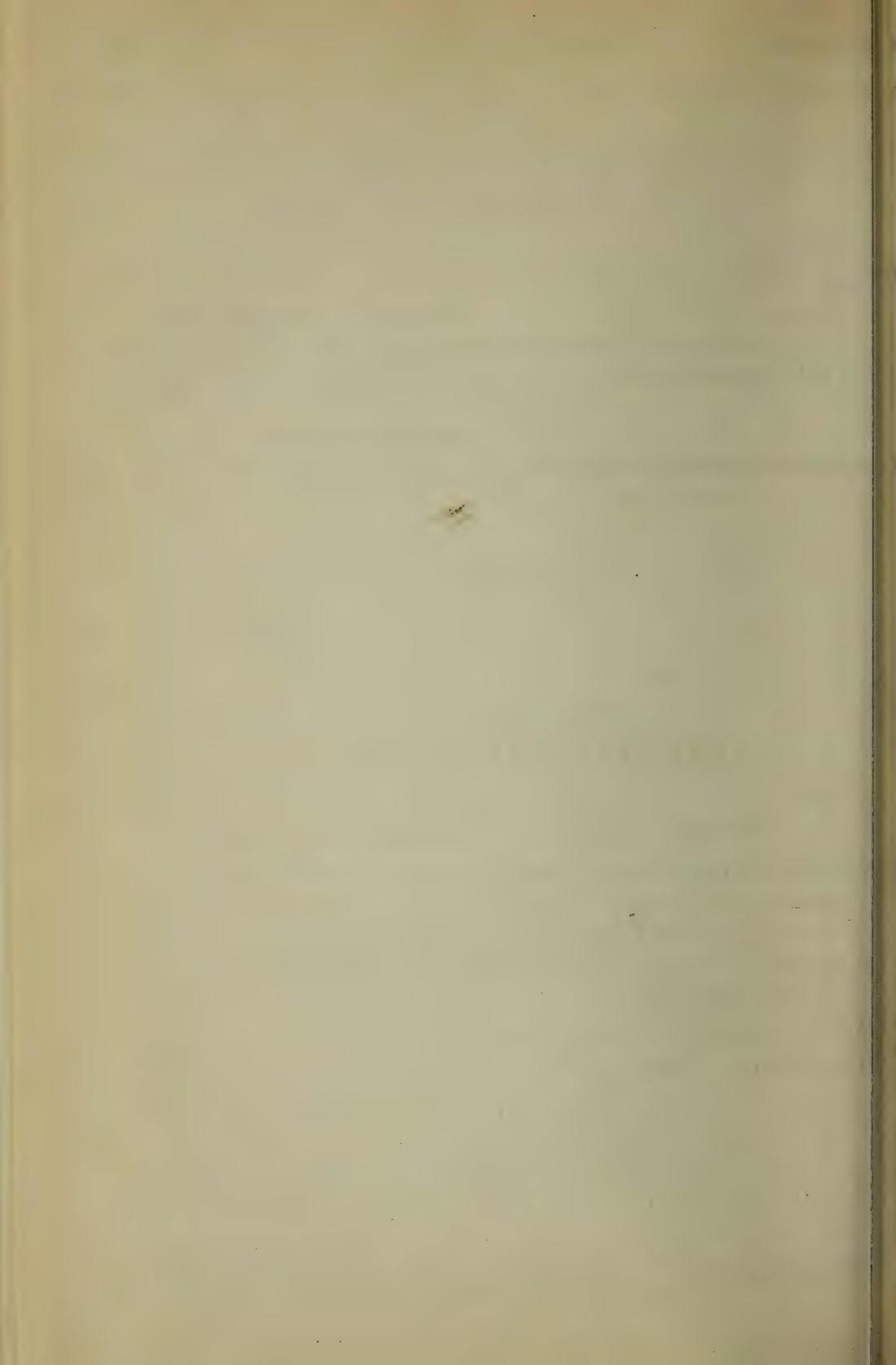
MONTREAL, 8th, December 1882.

SIR,—I have the honor to state that the differences between the Government of Nova Scotia and the Halifax and Cape Breton Railway and Coal Company, respecting which you were asked to act as arbitrator, has been adjusted by an agreement between the parties.

I have the honor to be, Sir, your obedient servant,

J. J. C. ABBOTT.

Hon. Sir HECTOR LANGEVIN, K.C.M.G., Minister Public Works.



RETURN

(40k)

To an ADDRESS of the HOUSE OF COMMONS, dated 9th April, 1883 ;—For Copies of all Correspondence relating to the Steamer running in connection with the Intercolonial Railway between Campbellton, Gaspé and intermediate Ports.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
9th May, 1883.

Acting Secretary of State.

INTERCOLONIAL RAILWAY.

(40l)

PAPERS IN RE H. G. C. KETCHUM'S CLAIM.

Petition of H. G. C. Ketchum, sub-Contractor for refund of Monies paid, under protest, to the "European and North American Railway Co.," for transport of Rails and Construction Supplies.

Report of Mr. F. Shanly, Chief Engineer, on Mr. Ketchum's claim, approved by Mr. C. Schreiber.

Report to Council based, on the above.

Ottawa, May , 1883.

[In accordance with the recommendation of the Joint Committee on Printing, the above Return and Papers are not printed.]

RETURN

(41)

To an ADDRESS of the HOUSE OF COMMONS, dated 7th March, 1883;—For
Copies of all Orders in Council affecting certain items in the Public
Accounts, for the fiscal year ended 30th June, 1882.

RETURN

(42)

To an ADDRESS of the HOUSE OF COMMONS, dated 7th March, 1883;—For
Copies of all Orders in Council affecting certain items in the
Statement of payments charged to the Unforeseen Expenses, referred by
the House to the Select Standing Committee on Public Accounts on
the 23rd February, 1883.

RETURN

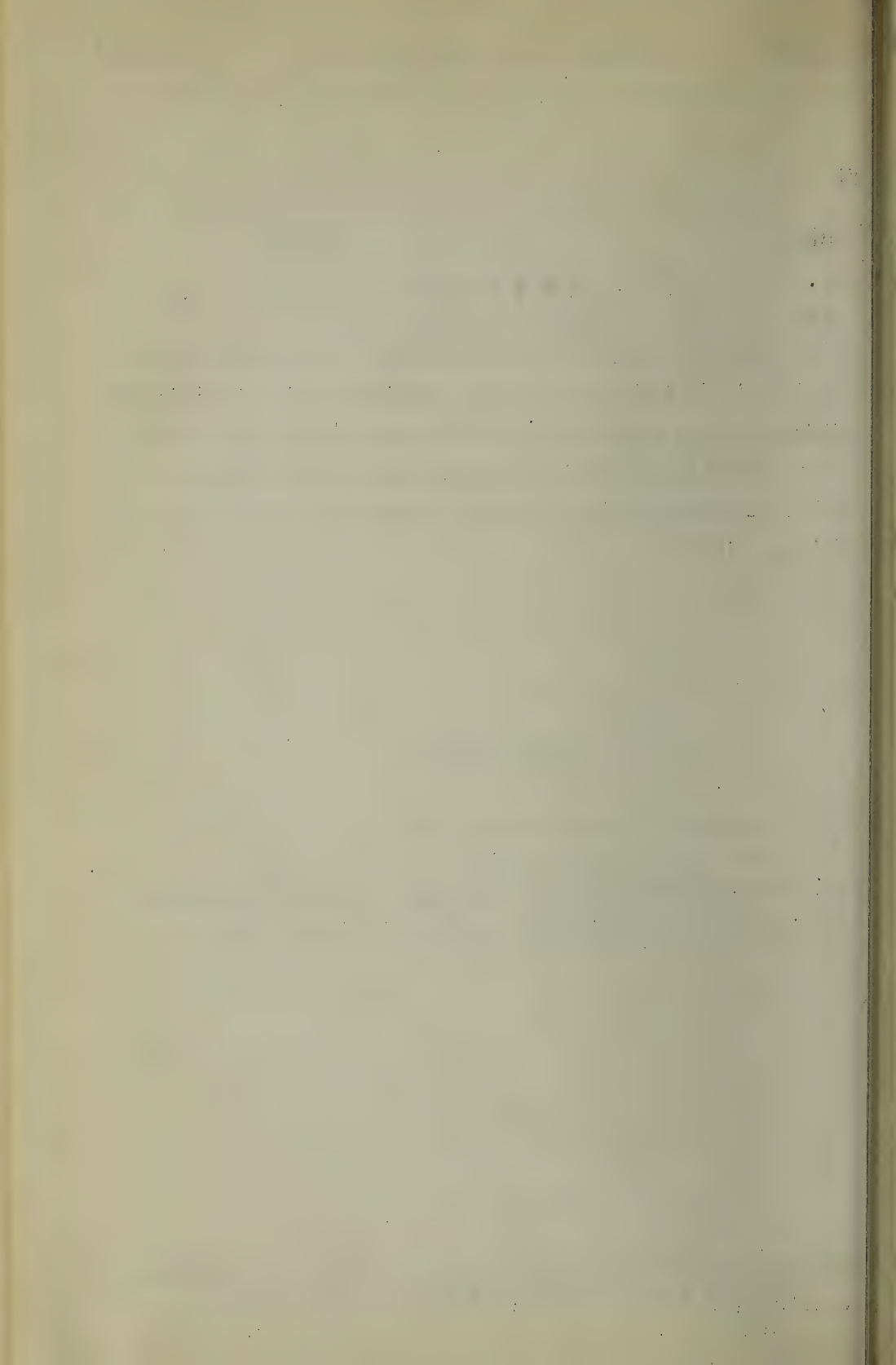
(43)

To an ADDRESS of the HOUSE OF COMMONS, dated 7th March, 1883;—For Copies of all Orders in Council affecting certain items in the Statement of the Governor General's Warrants, issued during the fiscal years 1881-82 and 1882-83, which Statements were referred to the Select Standing Committee on Public Accounts by the House, on 23rd February, 1883.

(44)

General Statement and Returns of Baptisms, Marriages and Burials in certain Districts of the Province of Quebec, for the year 1882.

In accordance with the recommendation of the Joint Committee on Printing, the above Return and General Statement are not printed]



RETURN

(45.)

To an ORDER of the HOUSE OF COMMONS, dated 23rd February 1883 ;—For a Return of all claims presented for drawback on materials used for ship building for the year ending June 30th 1882, also for the six months ending December 31st 1882, giving the name of the applicant, the name and tonnage of the vessel, the amount claimed, and the amount paid.

By Command,

HECTOR L. LANGEVIN.

Department of the Secretary of State,
13th March, 1883.

Acting Secretary of State.

[In accordance with the recommendation of the Joint Committee on Printing the above Return is not printed.]

RETURN

(45a)

To an ORDER of the HOUSE OF COMMONS, dated 21st February 1883 ;—For a Return of all claims presented for drawbacks on goods manufactured for Export since March 2nd, 1882, showing the name of all applicants, their places of business, the article on which drawback was claimed, and the amount of each claim, distinguishing between the claims which have been allowed, and those which have been dissalowed, and those under consideration and not yet decided, and giving the reason for such dissallowance ; also, copies of all regulations made by the Department with reference to such claims ; together with copy of one allowed claim, and the sworn declaration thereto of each exporter of boilers, machinery, sewing machines, or other manufactures of iron.

By Command,

HECTOR L. LANGEVIN.

Department of the Secretary of State,

Acting Secretary of State.

27th April, 1883.

STATEMENT of Claims for Drawback on goods manufactured for Export, from 2nd March, 1882, to 2nd March, 1883, showing names of applicants, their places of business, articles on which drawback was claimed, amount claimed, amount allowed, &c., &c.

Applicant.	Place of Business.	On what Claimed.	Amount Allowed.
			\$ cts.
Dominion Barb Fencing Co.....	Montreal, Q	Wire used in fencing	198 71
Acadia Powder Co.....	Halifax, N.S.....	Salt petre used in powder.....	138 20
J. H. Myrick.....	Tignish, P.E.I.....	Tin used in canning fish	13 60
John B. Snowball.....	Shippegan, N.B.....	do	28 95
A. C. McLeod	New London, P.E.I.....	do	24 99
C. C. Carlton	Rollo Bay, P.E.I.....	do	4 75
J. A. McLeod.....	New London, P.E.I.....	do	9 25
F. Gallant.....	do	do	11 25
C. C. Carlton.....	do	do	8 43
Ewing & Co.....	New Westminster, B.C.....	do	23 85
C. C. Carlton	Rollo Bay, P.E.I.....	do	4 21
Benj. Haigh & Sons	Coquitlam, B.C.....	do	23 85
George Haddow	Miscom, N.B.....	do	33 03
F. H. Baker.....	Sambro, N.S.....	do	51 35
C. C. Carlton	Rollo Bay, P.E.I.....	do	12 32
Thistle Haddie C. & C. Co.	Tiverton, N.S.....	do	7 44
J. H. Myrick.....	Tignish, P.E.I.....	do	133 49
J. H. Mann.....	Grand Avenue, N.B.....	do	3 36
H. R. Ives & Co.....	Montreal, Q	Wire used in fencing.....	65 74
McCallum & Fraser	St. Peter's Bay, P.E.I.....	Tin used in canning fish.....	8 30
M. Pigott.....	Savage Harbour, P.E.I.....	do	2 33
Estate Moir, Son & Co.....	Halifax, N.S.....	Flour used in pilot bread.....	15 24
F. Gallant.....	Tignish, P.E.I.....	Tin used in canning fish.....	12 06
F. Gallant, C. C. Carlton and Wilbur & Sons.	Tignish, Souris and Buc-touche.	do	22 61
M. Pigott, C. C. Carlton and J. R. Bourke & Co.	Savage Harbour, Souris and Tracadie.	do	25 08
J. W. Sturdy, J. S. Murchison and C. C. Carlton.	Crapaud Point, Souris and Prim.	do	22 24
Glover Bros. and A.C. McLeod.	Wood Islands and New London.	do	4 15
Glover Bros., M. McElroy and M. Chiasson.	Wood Islands, Mimingash and Tignish.	do	9 99
Glover Bros. & M. Pigott	Wood Islands and Savage Harbour.	do	7 28
James Johnson & F. Gallant....	Crapaud and Tignish	do	2 64
J. R. Rourke & Co	Tracadie, P.E.I.....	do	19 09
M. Pigott.....	Savage Harbor, P.E.I.....	do	4 90
H. S. Crosdale.....	Naas River, B.C.....	do	40 50
Windsor Canning Co.....	Skeena River, B.C.....	do	70 84
Findlay, Durham & Brodie.....	Fraser River, B.C.....	do	61 41
Portland Packing Co.....	Chester, &c., &c., N.S.....	do	1,031 11
F. S. Andrews & Co.....	Port Hood, N.S.....	do	125 43
Burnham & Morrill.....	Harrigan Cove, N.S.....	do	102 16
Shedd, Moore & Co	Pictou Islands and Belfast..	do	219 55
A. A. Macdonald Bros.....	Three Rivers, P.E.I.....	do	99 11
John J. Fletcher.....	Savage Harbor, P.E.I.....	do	17 42
W. K. Lewis & Bros.....	Port Petpeswick and St. Peter's, C.B.	do	218 87
C. J. Haley	Souris, P.E.I.....	do	66 98
Daniel Matheson	Malagash Point, N.S.....	do	29 41
H. F. Webb.....	Etang du Nord.....	do	26 64
A. B. Walls.....	Escuminac, N.B.....	do	15 35
J. Winslow, Jones & Co.....	Sober Islands, House Har-bor, &c.	do	113 59
W. P. Christain	Prospect, N.S.....	do	15 50
J. Winslow, Jones & Co	Sober Islands, N.S., Shediac, N.B., &c.	do	40 80
John McInnes.....	Wallace and Truro, N.S.....	do	45 30
Burnham & Morrill.....	Brule, N.S.....	do	72 32
John M. Shand.....	Bear's Point, N.S.....	do	20 77
Argyle Packing Co	Lowes Argyle, N.S.....	do	12 79

STATEMENT of Claims for Drawback on Goods manufactured for Export, &c.—Con.

Applicant.	Place of Business.	On what Claimed.	Amount Allowed.
			\$ cts.
H. VanBerskbek.....	Shippegan, N.B.	do	3 38
E. Milleken.....	Cocagne, N.B.	do	3 96
H. Robecliaux.....	Shediac, N.B.	do	9 05
Anderson & Bell.....	Port Matoun, N.S.	do	8 68
Oxner Bros. & Co.....	New Dublin, N.S.	do	4 33
Macdonald, Macdonald & Co ..	Souris, P.E.I.	do	*23 66
Forrest & Co.....	St. Andrew's, P.E.I.	do	39 99
Lockeport Packing Co.....	Lockeport, N.S.	Tin used in canning fish.....	30 83
A. S. Sutherland.....	Bathurst, N.B.	do	5 00
George Smith.....	do	do	16 00
Portland Packing Co.....	Clarke's Harbor.....	do	24 05
Charles Raymond.....	Guelph, Ont.	Materials used in sewing machines.	355 77
John J. Fletcher.....	Savage Harbor, P.E.I.	Tin used in canning fish.....	3 83
Charles Raymond.....	Guelph, Ont.	Materials used in sewing machines.	46 96
Brittain Brothers.....	Darlington, Ont.	Cotton used in wrapping bacon, &c.	220 93
Laidlaw & Co.....	Fraser River, B.C.	Tin used in canning fish, &c.	150 87
Delta Canning Co.....	do	do	122 13
Adair & Co.....	do	do	266 50
Robert B. Noble.....	Richibucto, N.B.	do	18 48
John Hughes, Agent (1).....	Charlottetown, P.E.I.	do	2,051 03
Ontario Metallic Spinning Co..	Woodstock, Ont.	Wire used in fencing.....	434 90
Canada Packing Co.....	Seal Cove, Percé, Q.	Tin used in canning fish, &c.	99 25
John L. Johnston.....	Montreal	do	31 50
Shedd, Moore & Co.....	Pictou Islands and Belfast, P.E.I.	do	†107 03
J. Lantz & Son.....	Point Prim, P.E.I.	do	2 48
C. C. Carlton, Robert Bell and J. A. McLeod.	Souris, Aliberton and New London, P.E.I.	do	14 19
John Cairns.....	Cape Wolfe do	do	1 86
W. B. Haisman.....	Fifteen Points, P.E.I.	do	40 13
John Hughes (1).....	Charlottetown do	do	604 94
Hossack, Wood & Co.....	Quebec	Flour used in pilot bread	46 00
Macdonald, Macdonald & Co ..	Souris, P.E.I.	Tin used in canning fish.....	13 00
John Glass.....	Quebec	Flour used in pilot bread	63 50
W. Bell & Co. (2).....	Guelph, Ont.	Materials used in organs	829 34
John L. Johnston.....	Montreal	Tin used in canning meats....	208 10
Peter Gavin.....	Casumpec and Aliberton, P.E.I.	do fish	96 74
Hossack, Wood & Co.....	Quebec.....	Flour used in pilot bread	56 00
John Glass.....	do	do	58 00
do	do	do	209 00
Peter Gavin.....	Casumpec, P.E.I.	Tin used in canning fish.....	49 00
John Hughes.....	Canoe Cove do	do	9 13
Hossack, Wood & Co.....	Quebec	Flour used in pilot bread	6 50
Estate of Moir, Son & Co.....	Halifax, N.S.	do	22 90
John Glass.....	Quebec	do	53 00
Hossack, Wood & Co.....	do	do	6 50
Dominion Barb Fencing Co.....	Montreal	Wire used in fencing.....	1,087 51
Acadie Powder Co. (Limited).	Halifax, N.S.	Saltpetre and glycerine used in powder and dynamite.	158 00
Forrest & Co.....	St. Andrews, P.E.I.	Tin used in canning fish.....	48 02
Robert Bell.....	Aliberton do	do	46 74
John Glass.....	Quebec	Flour used in pilot bread	62 50
Ontario Metallic Spinning Co..	Woodstock, Ont.	Wire used in fencing.....	5 54
Estate of Moir, Son & Co.....	Halifax, N.S.	Flour used in pilot bread	8 33
Burnham & Morrill.....	Brule	Tin used in canning fish.....	144 79
Portland Packing Co.....	Chester, Barrington, &c.	do	398 78
F. S. Andrews & Co.....	Isaac's Harbour	do	18 58
H. O. Beamish, Agent.....	Halifax	do	165 29
Hossack, Woods & Co.....	Quebec	Flour used in pilot bread.....	16 50

*Amount claimed, \$35.25.

†Amount claimed, \$109.33

STATEMENT of Claims for Drawback on Goods manufactured for Export, &c.—*Con.*

Applicant.	Place of Business.	On what Claimed.	Amount Allowed.
			\$ cts.
Edwardsburg Starch Co.	Cardinal, Ont.	Corn used in starch.	36 60
Hossack, Woods & Co.	Quebec	Flour used in pilot bread.	42 50
Robert Bell	Alberton, P.E.I.	Tin used in canning fish.	45 31
F. S. Andrews & Co.	Isaac's Harbour	do	29 73
Burnham & Morrill	Brule	do	28 17
John Glass.	Quebec	Flour used in pilot bread.	11 00
Scott & Co.	Montreal	Sheet iron used in roofing	212 19
Burnham & Morrill	Harrigan Cove, N.S.	Tin used in canning fish.	40 35
Portland Packing Co.	Chester, Cape Canso, &c.	do	218 77
F. S. Andrews & Co.	Isaac's Harbour	do	33 45
Burnham & Morrill	Harrigan Cove, N.S.	do	40 90
A. Ogden.	Cape Canso, N.S.	do	19 49
H. F. Webb.	Sober Island	do	1 91
Scott & Co.	Montreal	Sheet iron used in roofing.	152 22
do	do	do	200 12
do	do	do	47 78
Wilson & Co.	Escuminac, N.B.	Tin used in canning fish	16 77
H. R. Ives & Co.	Montreal	Wire used in fencing.	236 25
Edwardsburg Starch Co.	Cardinal, Ont.	Corn used in starch.	48 85
W. B. Harshman.	Fifteen, Points, P.E.I.	Tin used in canning fish.	27 36
Robert T. Holman.	Rocky Point	do	53 96
Snowball & Co.	Shippegan, N.B.	do	18 58
Colin Sewell	Burnt Church, B.C.	do	} 4 83
W. S. Loggie.	Rouchibaugnac, do	do	
Dominion Barb Fencing Co.	Montreal, Que.	Wire used in fencing.	506 35
William Gillard	Tavistock, Ont.	Cotton used in wrapping cheese.	30 96
Oxner Bros. & Co.	New Dublin, N.S.	Tin used in canning meats, &c	13 30
John McInnes	Wallace, do	do	7 12
J. Lantz	Eldon, P.E.I.	do	2 15
Dominion Barb Fencing Co.	Montreal, Que.	Wire used in fencing	40 10
R. M. Wanzer & Co.	Hamilton, Ont.	Materials used in sewing-machines.	48 42
do	do	do	265 01
Portland Packing Co.	Barrington, Chester and Little River, N.S.	Tin used in canning fish.	201 14
Robert T. Holman	Rocky Point, P.E.I.	do	31 26
Shank & Burbridge	Shippegan, N.B.	do	48 40
F. H. Baker	Sambro, N.S.	do	236 00
Edwardsburg Starch Co.	Cardinal, Ont.	Corn used in starch	34 10
R. B. Noble	Richibucto, N.B.	Tin used in canning fish, &c.	348 31
Henry O'Leary.	do	do	427 42
Forrest & Co.	St. Andrews, P.E.I.	do	21 29
W. K. Lewis & Bros.	Petpeswick	do	23 42
C. H. Galland	Shediac, N.S.	do	8 58
H. Robichaud	do	do	11 44
Wilbur & Son	Buctouche	do	11 44
C. J. Haley	Souris, P.E.I.	do	86 36
A. B. Walls	Chatham	do	5 72
W. H. Alderdice	Bay of Islands.	do	221 10
Argyle Packing Co.	Lower Argyle.	do	61 39
A. P. Christian.	Prospect	do	36 42
W. Underwood & Co.	Marie Joseph	do	19 85
Lockeport Packing Co.	Lockeport, N.S.	do	37 88
R. M. Wanzer & Co.	Hamilton, Ont.	Materials used in sewing-machines.	629 13
John Glass	Quebec, Q.	Flour used in pilot bread	199 50
Snowball & Co.	Shippegan, N.B.	Tin used in canning fish.	19 50
A. & D. Loggie	Tracadie, N.B.	do	20 54
Scott & Co.	Montreal, Q.	Sheet iron used in roofing	391 44
Dominion Barb Fencing Co.	do	Wire used in fencing.	570 88
Lockeport Packing Co.	Lockeport, N.S.	Tin used in canning fish.	41 38
Forrest & Co.	St. Andrews, P.E.I.	do	17 33
Thomas Shotbolt.	River Inlet, B.C.	do	150 00
W. Underwood & Co.	Liscomb, N.S.	do	29 28
Park & Morrison.	Tracadie, N.B.	do	31 05

STATEMENT of Claims for Drawbacks on Goods manufactured for Export, &c.—*Con.*

Applicant.	Place of Business.	On what Claimed.	Amount Allowed.
J. B. Hamblon & Co.	Pictou, N.S.	Tin used in canning fish.....	\$ 179 27
Scott & Co.	Montreal, Q.	Sheet iron used in roofing	194 76
Park & Morrison.....	Tracadie, N.B.	Tin used in canning fish.....	6 22
Estate Moir, Son & Co.....	Halifax, N.S.	Flour used in pilot bread....	34 86
F. S. Andrews & Co.....	Isaac's Harbour	Tin used in canning fish.....	112 95
Portland Packing Co.....	Barrington, Clarke's Har- bour, &c.	do	239 04
Henry Bennett.	Alberton, P.E.I.	do	18 81
G. P. Le Blanc.	Cape Egmont	do	17 63
Simon Bronglois	Cocagne	do	8 74
Burnham & Morrill.....	Harrigan Cove	do	195 23
F. H. Baker	Ingonish	do	23 46
Freeman Payzont.....	Lockeport, N.S.	do	9 10
J. B. Hamblon & Co.....	Pictou, N.S.	do	44 84
Robert Simpson & Co.....	Liscomb	do	29 65
Dominion Barb Fencing Co.....	Montreal, Q.	Wire used in fencing.....	247 48
Turner, Beeton & Co.....	Iverness and Skeena River, B.C.	Tin used in canning fish.....	537 00
Scott & Co.	Montreal, Q.	Sheet iron used in roofing	325 69
English & Co.	New Westminster, B.C.....	Tin used in canning fish.	450 00
Dominion Packing Co.....	Buctouche	do	36 72
Johnston Irving	Richibucto, N.B.	do	17 06
M. McFadyen	Murray Harbor	do	120 65
John McInvery	Richibucto Beach.....	do	34 19
Canada Packing Co., Limited..	Quebec, Q.	do	64 78
Scott & Co.	Montreal, Q.	Sheet iron used in roofing.....	14 98
Dominion Barb Fencing Co.....	do	Wire used in fencing.....	660 79
J. B. Hamblon & Co.....	Pictou, N.S.	Tin used in canning fish.....	16 00
M. McFadyen	Murray Harbor.....	do	*49 94
Prowse & Son	do	do	262 33
Dominion Barb Fencing Co.....	Montreal, Q.	Wire used in fencing.....	478 86
do	do	Iron used in a bridge	229 22
A. L. Sutherland.....	Bathurst, N.B.	Tin used in canning fish	91 06
Lockeport Packing Co.....	Lockeport, N.S.	do	7 86
Forrest & Co.	St. Andrews, P.E.I.....	do	23 26
W. S. Brown	Shippegan, N.B.	do	1 68
James Hughes.....	St. Peter's Island, Canoe Cove and Cape Wolfe.	do	313 76
Acadia Powder Co. (limited)...	Waverly, N.S.	Salt-petre used in powder.	36 80
Ontario Metallic Spinning Co...	Woodstock, Ont.....	Wire used in fencing.....	326 16
Edwardsburg Starch Co.....	Cardinal, Ont.....	Corn used in starch.....	32 50
Laidlaw & Co.....	Fraser River, B.C.....	Tin used in canning fish.....	266 50
Adair & Co.	do	do	99 50
Delta Canning Co.....	do	do	154 43
M. McFadyen	Murray Harbor, P.E.I.....	do	325 16
Windsor Canning Co.....	Skeena River, B.C.....	do	380 47
Douglas Packing Co.....	Naas River, B.C.....	do	287 50
Henry S. Crosdale.....	do	do	166 00
Findlay, Durham & Bros	Fraser River, B.C.....	do	76 73
Alert Bay Canning Co.....	Alert Bay, B.C.....	do	53 00
Thomas H. Flieger.....	Escuminac, N.B.	do	17 25
Snowball & Co.	Shippegan, N.B.	do	76 41
Dominion Barb Fencing Co.....	Montreal, Q.	Wire used in fencing.....	86 00
Douglas Packing Co.....	Naas River, B.C.....	Tin used in canning fish.	52 00
Windsor Canning Co.....	Skeena River, B.C.....	do	134 05
Alert Bay Canning Co.....	Alert Bay, B.C.....	do	70 50
S. T. Miller.....	Cape Batteau.....	do	41 32
Macdonald, Macdonald & Co...	East Point, P.E.I.....	do	55 11
Ewan & Co.	New Westminster, B.C.....	do	212 44
Samuel Bishop	Mill Stream, &c.....	do	4 41
Wilson & Co.	Escuminac, N.B.	do	23 91
Shedd, Moore & Co.....	Pictou Islands and Belfast..	do	25 31
Taylor, Mayo & Co.....	Blue Cove and Miscoou.....	do	50 07
Hamilton Powder Co.....	Windsor Mills, Q.....	Salt-petre used in powder.....	134 77

* Amount allowed \$50.00.

STATEMENT of Claims for Drawbacks on Goods manufactured for Export, &c.—*Con.*

Applicant.	Place of Business.	On what Claimed.	Amount Allowed.
Charles Raymond.....	Guelph, Ont.....	Materials used in sewing machines.	369 41
N. P. Christain	Prospect	Tin used in canning fish.....	24 93
C. P. Haley	Souris	do	5 79
Forrest & Co.....	Georgetown, P.E.I.....	do	9 85
J. J. Fox	Bay of Islands.....	do	32 51
J. McInness	Wallace.....	do	7 05
Argyle Packing Co.....	Lower Argyle.....	do	20 90
H. F. Webb.....	Magdalen Islands.....	do	3 29
N. Oxner.....	New Dublin, N.S.....	do	0 83
H. R. Ives & Co.....	Montreal, Q.....	Wire used in fencing.....	800 04
Dominion Barb Fencing Co.....	do	do	569 70
Bell & Co.....	Guelph, Ont.....	Materials used in organs	347 95
Ontario Metallic Spinning Co...	Woodstock, Ont.....	Wire used in fencing.....	284 28
J. H. Mann.....	Shippegan, N.B.....	Tin used in canning fruit and fish.	91 31
do	do	do	5 54
Taylor, Mayo & Co.....	Blue Cove and Miscou.....	do	28 75
J. N. & W. L. Loggie.....	Portage River, Neguac Point and Sapin.	do	167 49
S. T. Miller.....	Shippegan, N.B.....	do	5 82
W. F. Shedd.....	Pictou, N.S.....	do	18 54
Ontario Metallic Spinning Co...	Woodstock, Ont.....	Wire used in fencing.....	28 35
Peter H. C. Benson, Agent	Chatham, N.B.....	Tin used in canning fish.....	16 16
John McNary	Richibucto Cape.....	do	17 29
R. B. Noble	Richibucto Beach.....	do	43 67
Inverness Canning Co.....	Victoria, B.C.....	do	17 00
Findlay, Durham & Brodie.....	Fraser River, B.C.....	do	53 00
James Pender.....	St. John, N.B.....	Iron used in horse shoe nails..	10 00
Longworth & Co.....	West Point, P.E.I.....	Tin used in canning fish.....	177 97
Dominion Barb Fencing Co.....	Montreal, Q.....	Wire used in fencing.....	373 30
W. Bell & Co.....	Guelph, Ont.....	Materials used in organs	61 90
W. F. Shedd.....	Pictou, N.S.....	Tin used in canning fish.....	15 73
H. C. Beamish, Agent.....	Halifax, N.S.....	do	168 40
F. S. Andrews & Co.....	Isaac's Harbor.....	do	26 79

PENDING CASES.

Applicant.	Place of Business.	On what Claimed.	Amount.	Remarks.
			\$ cts.	
John L. Johnston.....	Montreal, Q.....	Tin used in canning meats		Under consideration
Burnham and Morrill....	Brule, Caribonette, &c.	do do fish...	84 00	do do
Lockeport Packing Co...	Lockeport, N.S.....	do do	4 92	do do
W. S. Brown	Shippegan, N.B.....	do do	4 20	do do
W. S. Brown	do	do do	1 68	do do
J. & J. Livingston.....	Stratford, O.....	Flax seed manufactured into oil cake.....	142 83	do do
R. M. Wanzer & Co.....	Hamilton, O.	Materials in sewing machines.	191 21	do do
W. M. Mooney & Co.....	Montreal, Q.....	Iron used in horse-shoe nails	857 68	do do
Gooderham & Worts, Ltd.	Toronto, O.....	Corn used in manufacture of spirits	259 15	do do

DISALLOWED CLAIMS.

Applicant.	Place of Business.	On what Claimed.	Amount.	Remarks.
James Fair.....	Shediac, N.B.....	Tin used in canning fish.		Outlawed.
Delta Canning Co.....	Victoria, B. C.....	do do		do
The Canada Packing Co.	Ottawa, &c., &c.....	do do		do
P. Gavin.....	Summerside, P.E.I.	do do		do
Stanley, Dight & Co.....	Stratford, O.....	Bags used in packing flour.....		No law to justify.
Forrest & Co.....	St. Andrews, P.E.I.	Tin used in canning fish.	14 04	Duplicate, Original paid.
W. H. Alderdice.....	Halifax, N.S.....	do do ...	13 79	Outlawed.
Oxner Bros.....	New Dublin, P.E.I.	do do ...	3 82	do
D. Matheson.....	Halifax, N.S.....	do do ...	32 47	do
James Lantz.....	do	do do ...	8 11	do
Angus McLean.....	Bathurst, N.B.....	do do ...	52 09	do
S. Bishop.....	do	do do ...	8 82	do

Memo.

Claims are not treated as such, placed on the register or dealt with till they are in order as per regulations, so that any amounts originally demanded at variance with such regulations do not appear either upon the books of the Department or the claims themselves, unless it may chance to be in case of an occasional clerical error corrected here at the time of payment.

All claims are under regulations made by His Excellency the Governor General in Council. No regulations have been made by the Department.

In giving required copies of claims, the copy of the Bill of Lading, which invariably accompanies and is a part of the claim, has been omitted—and instead of giving one copy of claim and declaration of each exporter—one copy of each class of claims alone has been given, as the declarations in each class are identical in form.

The names of all parties to whom drawback has been allowed do not appear, as a large portion of the claims have been made by agents of the parties, and the amount entered as one claim in such cases covers in reality many claims, as for instance in the item marked (1) there are 133 names for whom the agent has acted

Again, only the copy of that portion of a claim representing a single shipment has been given, whereas many or most of the claims cover numerous shipments, in some cases 50 to 100 or more, as for instance the one marked, (2).

J. JOHNSON, *Commissioner of Customs.*

CUSTOMS DEPARTMENT, OTTAWA, 25th April, 1883.

CLAIM for Drawback of Customs Duties paid upon Wire used in the manufacture of barb wire fencing exported from Canada.

Copy of Entry outwards of Goods the produce and manufacture of Canada.

PORT OF MONTREAL, January 4th, 1882.

Report No. Entry No. 1330.

Exported by Dominion Barb Wire Fence Company per Central Vermont Railway, for New York.

Marks and Numbers.	Number and Description of Packages.	Description of Goods.	Exported.	
			Quantity.	Value.
A. A. R. Guayaquil.	39	Coils Galv'd Fencing Wire.	4,579	\$389.21

I, Sam. J. Simpson, do hereby solemnly and truly swear that the above entry contains a full, just and true account of all the articles named (the produce of

Canada) shipped by Dominion Barb Wire Fence Company per Central Vermont Railway for New York, and that the value of such articles are truly stated according to law.

(Signed)

S. J. SIMPSON.

Owners, Shippers or Consignors.

Sworn before me this 4th day of January, 1882,

(Signed) SAMUEL TIDMARSH, L.W., for *Collector*.

(Certified true copy.)

(Signed) W. B. SIMPSON, *Collector*.

I hereby certify that the car No. 2,597 N.D., named in the above copy of export entry was despatched for the port of New York on the 5th day of January, 1882, with the above named goods on board

(Signed)

W. B. SIMPSON, *Collector*.

I, Frederick Fairman, of Montreal, do solemnly and truly swear that I am a member of the firm of Cooper, Fairman & Company, the proprietors of the Dominion Barb Wire Fence Company, an establishment for the manufacture of barb and wire fencing, situate at Montreal, and the claimant for drawback of duty paid on wire used in the manufacture of the 39 coils of barb wire fencing, weighing net 4,579 pounds, exported as per copy of Export entry as over, and described in the Bill of Lading attached, signed by the agent of the C.V.R., consigned to H. Luban at Guayaquil, and shipped for the foreign port of Guayaquil, and that part thereof is intended to be re-landed in Canada; and further that the said coils of fencing were wholly manufactured in the Dominion of Canada, and that in the manufacture thereof there was used wire which was imported into Canada, and on which duty was paid at the port of Montreal as follows, viz.: 4,579 pounds, net weight, being a part of the 1,922 bundles entered on the first day of September, 1881, as per entry No. 9,043, on which a drawback if claimed on \$160 original value as entered, and on which duty was paid at said date at the rate of 15 per cent., amounting to the sum of \$24 less 10 per cent., equal \$21.60 net.

(Signed)

F. FAIRMAN.

Subscribed and sworn to before me at Montreal this 17th day of February, 1882.

(Signed) W. B. SIMPSON, *Collector*.

Received by the hands of the Collector of Customs at the port of Montreal, the sum of twenty-one dollars and sixty cents in full for our claim for drawback of Customs duties annexed.

(Signed) COOPER, FAIRMAN & Co., per S. J. SIMPSON.

MONTREAL, 8th March, 1882.

CLAIM for drawback of Customs Duties paid upon Sheet tin or Tin Plates and other materials used in the manufacture of Packages for Articles exported from Canada.

Copy of Entry outwards, of Goods the produce and manufacture of Canada.

Port of Charlottetown, July 14th, 1881.

Report No. 9. Entry No. 33.

Exported by J. H. Myrick, per S.S. Carroll, Wright, Master, for Boston.

Marks and Numbers.	Number and Description of Packages.	Description of Goods.	Exported.	
			Quantity.	Value.
M.	100.	Boxes Lobsters.	4,800 lbs.	\$400.00

I, P. McLaren, do hereby solemnly and truly swear (or affirm) that the above entry contains a full, just and true account of all the articles named (the produce of

Canada) shipped by J. H. Myrick, per S.S. *Carroll*, for Boston, and that the values of such articles are truly stated according to law.

igned)

P. McLAREN, *Agent*.

Sworn (or affirmed) before me, this 16th day of July, 1881.

(Signed), GEO. BREMNER, *Assistant Collector*.

(Certified true copy.)

(Signed), GEO. BREMNER, *Assistant Collector*.

I hereby certify that the *Carroll* named in above copy of export entry cleared and sailed for the Port of Boston on the 14th day of July, 1881, with the above named goods on board.

(Signed)

GEO. BREMNER, *Assistant Collector*.

I, J. T. Crockett of Charlottetown, do solemnly and truly swear that I am the authorized Agent of J. H. Myrick, the proprietor of the establishment for canning fish and meats, situate at Tignish, and the claimant for drawbacks of duty paid on sheet tin or tin plates used in the manufacture of packages for the 100 cases lobsters—cans—exported as per copy of export entry annexed, and described in the Bill of Lading attached, signed by the Agent of the *Carroll* consigned to Alfred Winson and Son, at Boston, and shipped for the foreign Port of Boston, and that none of them are intended to be re-landed in Canada; and further, that the said packages were wholly manufactured in the Dominion of Canada, and that in the manufacture thereof there was used sheet tin or tin plates which was imported into Canada, and on which duty was paid at the Port of Charlottetown as follows, viz:— $10\frac{1}{2}$ boxes on the 12th day of July, 1881, as per entry No. 73, at $22\frac{1}{2}$ cents on which a drawback is claimed under regulations approved by His Excellency the Governor General in Council, bearing date the 11th June, 1879, of the sum of \$4.53.

(Signed)

J. T. CROCKETT.

Subscribed and sworn to before me at Charlottetown this 6th day of January, 1882.

(Signed) GEO. BREMNER, *Assistant Collector*.

Received by the hands of the Collector of Customs at the Port of Summerside the sum of \$4⁵³/₁₀₀ in full for my claim for drawback of Customs duties annexed.

(Signed)

J. H. MYRICK,

April 1st, 1882.

per A. J. McFAYDEN, *His Attorney*.

I, C. F. Leonard, Attorney of Charles Raymond, of Guelph, do solemnly and truly swear that the following named articles of British or foreign manufacture, viz.: iron, gun wire, brass, needles, thread and screw-drivers were used as materials wrought into or attached to the sewing machines named in the accompanying claim for drawback, and that they are of a kind not manufactured in Canada; and that no other articles are manufactured in Canada that could have been substituted and used in the place thereof; and the said articles of British or foreign manufacture so used were imported into Canada, and duty was paid thereon, at the Port of Guelph, within two years from the date of the exportation of the said sewing machines.

(Signed)

C. F. LEONARD.

Subscribed and sworn to before me at Guelph, this 24th day of April, 1882.

(Signed)

THOMAS A. HEFFERNAN, *Collector*.

CLAIM for Drawback of Customs Duties paid upon materials used in the manufacture of Sewing Machines exported from Canada.

Copy of Entry outwards of Goods the produce and manufacture of Canada.

Port of Guelph, 10th June, 1880.

Entry No. 663.

Exported by C. Raymond, per Great Western Ry., in G.W.R. Car No. 4738, for Matangas, Cuba.

Marks and Numbers.	Number and Description of Packages.	Description of Goods.	Exported.	
			Quantity.	Value.
R. & V.	38 Cases.	No. 1 Sewing Machines, with stand and cover.	48	\$ 777
M.		No. 1 Sewing Machines, with extension table.	6	108
29—66		No. 1 Sewing Machines, do., fancy	6	151
				1,036

I, C. F. Leonard, do hereby solemnly and truly swear that the above entry contains a full, just and true account of all the articles named (the produce of Canada) shipped by C. Raymond per Great Western Railway for Matangas, Cuba, and that the values of such articles are truly stated according to law.

(Signed) C. F. LEONARD, *Attorney for C. Raymond, Owner.*

Sworn before me, this 10th day of June, 1880.

(Signed) THOMAS A. HEFFERNAN, *Collector.*

Certified true copy, THOMAS A. HEFFERNAN, *Collector.*

I hereby certify that the Great Western Railway Car 4,738, named in above copy of Export Entry was despatched for the Port of Suspension Bridge on the 10th day of June, 1880, with the above named goods on board.

(Signed) THOMAS A. HEFFERNAN, *Collector.*

I, C. F. Leonard, of Guelph, do solemnly and truly swear that I am the duly authorized Agent of Charles Raymond, the proprietor of the establishment for the manufacture of sewing machines, situate at Guelph, Ont., and the claimant for drawback of duty paid on materials used in the manufacture of the sixty sewing machines exported as per copy of Export Entry as over, and described in the Bill of Lading attached, signed by the Agent of the Great Western Railway, consigned to W. McIchannay at New York, and shipped for the foreign Port of Matangas, Cuba, and that none of such sixty sewing machines are intended to be re-landed in Canada; and further, that the said sewing machines were wholly manufactured in the Dominion of Canada, and that in the manufacture thereof there was used materials and furnishings which were imported into Canada, and on which duty was paid at the Port of Guelph, Ont., within two years of this date, on which a drawback is claimed under regulations approved by His Excellency the Governor General in Council, amounting

to the sum of \$8.40, being the amount of drawback payable on the materials and furnishings so used and exported.

(Signed) C. F. LEONARD.

Subscribed and sworn to before me at Guelph, this 24th day of April, 1882.

(Signed) THOMAS A. HEFFERNAN, *Collector*.

Received by the hands of the Collector of Customs at the Port of Guelph, the sum of \$8.40, in full for our claim for drawback of Customs duties annexed.

(Signed) C. F. LEONARD.

GUELPH, May 4th, 1882,

I, William Bell, of Guelph, in the Province of Ontario, do solemnly and truly swear, that I am a member of the firm of W. Bell & Co., the proprietors of an establishment for the manufacture of organs, situate at Guelph aforesaid, and claimant for drawback of duty paid on materials used in the manufacture of 640 organs, as described in the Schedule marked B, hereto attached and bearing my signature, exported as per Copies of Export entries also attached, consigned to the various parties named in said Copies of Export Entries and Schedule, and shipped to the various foreign ports as also shown therein; and that none of the said organs are intended to be re-landed in Canada, and further that the said 640 organs were wholly manufactured in Canada, and in the manufacture thereof, there was used materials imported into Canada, on which duty was paid at Guelph at various dates within two years of the date of exportation of said organs, and among the materials so imported and on which duty was paid as aforesaid, were the following named articles of British or Foreign manufacture, viz.: Feet-hinges, bellows, springs, carpet, sharps, leather, key-pins and celluloid, which were used and wrought into or attached to part or all of the organs named in this claim for drawback, and that such specified articles are of a kind not manufactured in Canada, and that no other articles are manufactured in Canada that could have been substituted and used in the place of the said specified articles,

The drawback hereby claimed on materials used in the manufacture of the said 640 exported organs, is as shown in detail on said attached Schedule, \$829 34, being a sum not in excess of the duty paid on the materials so used and exported.

(Signed) WILLIAM BELL.

Subscribed and sworn to before me at Guelph, this 6th day of May, 1882.

(Signed) THOMAS A. HEFFERNAN, *Collector*.

CLAIM for Drawback of Customs Duties paid upon material used in the manufacture of Organs exported from Canada.

Copy of Entry outwards of Goods the produce and manufacture of Canada.

Port of Guelph, October 14th, 1880.

Report No. Entry No.

Exported by W. Bell and Co'y., per G. W. R., for Europe.

Marks and Numbers.	Number and Description of Packages.	Description of Goods.	Exported.	
			Quantity.	Value.
14,022	4	Cabinet Organs	4	\$270
14,023				
14,025				
14,027				

I, John H. Leadley, do hereby solemnly and truly swear that the above entry contains a full, just and true account of all the articles named (the produce of

Canada) shipped by W. Bell and Co'y., per G.W.R., for Europe, and that the values of such articles are truly stated according to law,

(Signed) JOHN H. LEADLEY, *for W. Bell & Co.,
Owners, Shippers or Consignors.*

Sworn before me this 14th day of October, 1880.

(Signed) THOS. A. HEFFERNAN, *Collector.*

Certified true copy. (Signed) THOMAS A. HEFFERNAN, *Collector.*

I hereby certify that the Railway Car named in above copy of Export Entry was despatched for the Port of Clifton, on the 14th day of October, 1880, with the above named goods on board.

(Signed) THOMAS A. HEFFERNAN, *Collector.*

I, W. Bell, of Guelph, do solemnly and truly swear that I am Attorney for W. Bell & Co, the proprietors of the establishment for the manufacture of Organs situate at Guelph, and claimant for drawback of duty paid on material used in the manufacture of the Organs exported as per copy of Export Entry as over, and described in the Bill of Lading attached, signed by the Agent of the G.W.R., consigned to Wm. Lea, at Liverpool, England, and shipped for the foreign Port of and that none of such Organs are intended to be re-landed in Canada; and further that the said Organs were wholly manufactured in the Dominion of Canada, and that in the manufacture thereof there was used materials as per affidavit attached, which was imported into Canada, and on which duty was paid at the Port of Guelph, with in two years of the date thereof, on which a drawback is claimed under regulations approved by His Excellency the Governor General in Council.

(Signed) WILLIAM BELL.

Subscribed and sworn to before me at Guelph, this 6th day of May, 1882.

(Signed) THOS. A. HEFFERNAN, *Collector.*

Received by the hands of the Collector of Customs at the Port of Guelph, the sum of in full, for our claim for drawback of Customs duties annexed.

(Signed) W. BELL & CO.,

GUELPH, 3rd June, 1882.

CLAIM for drawback of Customs duties paid upon Sheet Iron used in the manufacture of Iron Roofing and Sliding exported from Canada.

Copy of Entry outwards of Goods the produce and manufacture of Canada.

Port of Montreal, July 25th, 1882.

Report No. 26, Entry No. 16.

Exported by Scott & Co'y, per Propellor *Celtic*,

Master for Cleveland.

Marks and Numbers.	Number and Description of Packages.	Description of Goods.	Exported.	
			Quantity.	Value.
[S.] B.	30 Boxes.	Iron Roofing.	53,400	\$1,477.3
[S.] C.	30 "	" "		
[S.] D.	10 "	" "		

I, Edwin C. Bevitt, do hereby solemnly and truly affirm that the above entry contains a full, just and true account of all the articles named (the produce of Canada

shipped by—per Propellor for Cleveland, and that the values of such articles are truly stated according to law.

(Signed) EDWIN D. BEVITT, *Owners, Shippers or Consignors.*

Sworn before me, this 25th day of July, 1882.

(Signed) J. E. LAMERE, L. W., *for Collector.*

Certified true copy, (Signed) M. P. RYAN, *Collector.*

I hereby certify that the Propellor *Celtic*, named in above copy of Export entry for the Port of Cleveland, on the 25th day of July, 1882, with the above named goods on board.

(Signed) M. P. RYAN, *Collector.*

I, Edwin D. Bevitt, of Montreal, do solemnly and truly swear that I am Agent of Scott and Company, the proprietors of the establishment for the manufacture of Iron Roofing and Sliding, situate at Montreal, and the claimant for drawback of duty paid on sheet iron used in the manufacture of the 70 boxes of iron roofing, exported as per copy of Export entry as over, and described in the Bill of Lading attached, signed by the Agent of the Propellor, consigned to Scott and Company at Cleveland, Ohio, and shipped for the foreign port of Cleveland, Ohio, and that none of such is intended to be re-landed in Canada; and further, that the said 70 boxes roofing, was wholly manufactured in the Dominion of Canada, and that in the manufacture thereof there was used 49,245 lbs. of sheet iron, which was imported into Canada, and on which duty was paid at the Port of Montreal as follows, viz.: Being balance of 429 lbs. of the 41,108 lbs. on the 27th day of June, 1882, as per Entry No. 50,188, and of the 5,2378 lbs. on the 29th day of June, 1882, as per Entry No. 51,270, on which a drawback is claimed under regulations approved by His Excellency the Governor General in Council, Departmental letter, March 13th, 1882, amounting to the sum of \$152.37, being the amount of duty actually paid on the 49,245 lbs. sheet iron so used and exported, less $2\frac{1}{2}$ per cent., \$3.80=\$148.57.

(Signed) EDWIN D. BEVITT, *Attorney for Scott & Co.'y.*

Subscribed and sworn to before me at Montreal, this 31st day of July, 1882.

(Signed) M. P. RYAN, *Collector.*

Received by the hands of the Collector of Customs at the Port of Montreal, the sum of One hundred and forty-eight dollars and fifty-seven cents, in full for our claim for drawback of Customs duties annexed.

(Signed) SCOTT & CO., *Per* EDWIN D. BEVITT.

MONTREAL, 16th August, 1882.

CLAIM for Drawback of Custom Duties paid upon Iron Plates, Bars, Channels, Tees, Angles, Beams and Rivets used in the manufacture of Bridge Work exported from Canada.

Copy of Entry outwards of Goods the produce and manufacture of Canada.

Port of Toronto, September 27th and October 11th, 1881:

Report No. . Entry No.

Exported by Toronto Bridge Company, per Grand Trunk Railway, for United States.

Marks and Numbers.	Number and Description of Packages.	Description of Goods.	Exported.	
			Quantity.	Value.
Car No.'s. 384 } 6,256 } 3,426 } 1,389 }	2 Cars,	Iron Bridge Material.	51,090	2,682
	2 Cars,	do do do	53,612	2,813
			104,701	\$5,459

I, Stuart Heath, do hereby solemnly and truly swear that the above entry contains a full, just and true account of all the articles named (the produce of Canada) shipped, per Grand Trunk Railway for South-Eastern Railway, Missisquoi River, Richford, Vermont, and that the value of such articles are truly stated according to law.

(Signed) S. HEATH, *Owners, Shippers or Consignors.*

Sworn before me, the 27th day of September, and 11th day of October, 1881.

Certified true copy. JOHN SCANLAN, *Pro Collector.*

I, hereby certify that the Cars No. 3²⁴, 6,256, and 3426-1380 named in above copy of Export Entries were despatched for the Port of St. Lambert to South-Eastern Railway for Richford on the 26th September, and 1st and 4th days of October, 1881, with the above named goods on board.

(Signed) THOMAS McLEAN, *Chief Clerk, for Collector.*

I, James Cooper, of Montreal, do solemnly and truly swear that I am a member of the firm of Cooper, Fairman and Company, situate at Montreal, and the claimant for drawback of duty paid on material used in the manufacture of the South-Eastern Railway Bridge, weighing net 104,702 lbs., exported as per copy of Export Entry as over, and described in the Bill of Lading attached, signed by the Agent of the Grand Trunk Railway, consigned to South-Eastern Railway, Missisquoi River, at Richford, Vermont, and shipped for the foreign Port of United States, and that none of such material is intended to be re-landed in Canada; and further, that the said material were wholly manufactured in the Dominion of Canada, and that in the manufacture thereof there was used material which was imported into Canada, and on which duty was paid at the Ports of Montreal and Toronto, as follows, viz. 104,702 lbs. net weight, on which a drawback is claimed on \$1,423, original value as entered, and on which duty was paid at said date at the rates of 12½, 17½ and 30 per cent. on which a drawback is claimed under regulations approved by His Excellency the Governor General in Council, amounting to the sum of \$229.22.

(Signed) JAMES COOPER.

Subscribed and sworn to before me at Montreal, this 29th day of December, 1881.

(Signed) W. B. SIMPSON, *Collector.*

Received by the hands of the Collector of Customs at the Port of Montreal, the sum of two hundred and twenty-nine dollars and twenty-two cents, in full for our claim for drawback of Custom duties annexed.

(Signed) COOPER, FAIRMAN & CO.,
Per A. HANNA.

MONTREAL, 8th December, 1882.

CLAIMS for drawback of Customs Duties paid upon Nail Rods used in the manufacture of articles exported from Canada.

Copy of Entry outwards of Goods the produce and manufacture of Canada.

Port of St. John, N.B., 26th September, 1882.

Report No. . Entry No.

Exported by James Pender, per barque *Robt. S. Besnard*, Master, for Liverpool G.B.

Marks and Numbers.	Number and Description of Packages.	Description of Goods.	Exported.	
			Quantity.	Value.
John Steven. Denny, Scotland.	80 Boxes.	Horse Nails.	2,000 lbs.	\$200.00

I, James Pender, do hereby solemnly and truly swear that the above entry contains a full, true and just account of all the articles named (the produce of Canada) shipped by me, per barque *R. S. Besnard*, for Liverpool, and that the value of such articles are truly stated according to law.

(Signed) JAMES PENDER, *Owners, Shippers or Consignors.*

Sworn before me this 25th day of September, 1883.

(Signed,) P. T. OLIVE, *For Collector.*

Certified true copy.

(Signed) J. R. RUEL, *Collector.*

I hereby certify that the barque *Robert S. Besnard* named in above copy of Export Entry, cleared and sailed for the Port of Liverpool, G.B., on the 25th day of September, 1882, with the above named goods on board.

(Signed,) JAMES BARBER, *Pro. Collector.*

I, James Pender, of St. John, N. B., do solemnly and truly swear that I am the proprietor of the establishment for the manufacture of horse nails, situate at St. John, N.B., and the claimant for drawback of duty paid on nail rods used in the manufacture of the eighty boxes of horse nails, weighing net 2,000 pounds, exported as per copy of Export Entry as over, and described in the Bill of Lading attached, signed by the Agents of the barque *R. S. Besnard*, consigned to F. Carvill and Son at Liverpool, G.B., and shipped for the foreign Port of Liverpool, G.B., and that none of such nails are intended to be reloaded in Canada; and further that the said nails were wholly manufactured in the Dominion of Canada, and that in the manufacture hereof there was used nail rods which were imported into Canada, and on which duty were paid at the Port of St. John, N.B., as follows, viz.:—2667 pounds—200 dls., on the 21st day of April, 1882, as per entry No. 19,375, being part of the 200 dls. named in said entry, nail rods £117.0s.0d = \$569.00 @ $17\frac{1}{2}$ per cent. \$99.58, on which a drawback is claimed under regulations approved by His Excellency the Governor General in Council, amounting to the sum of \$10.00.

(Signed)

JAMES PENDER.

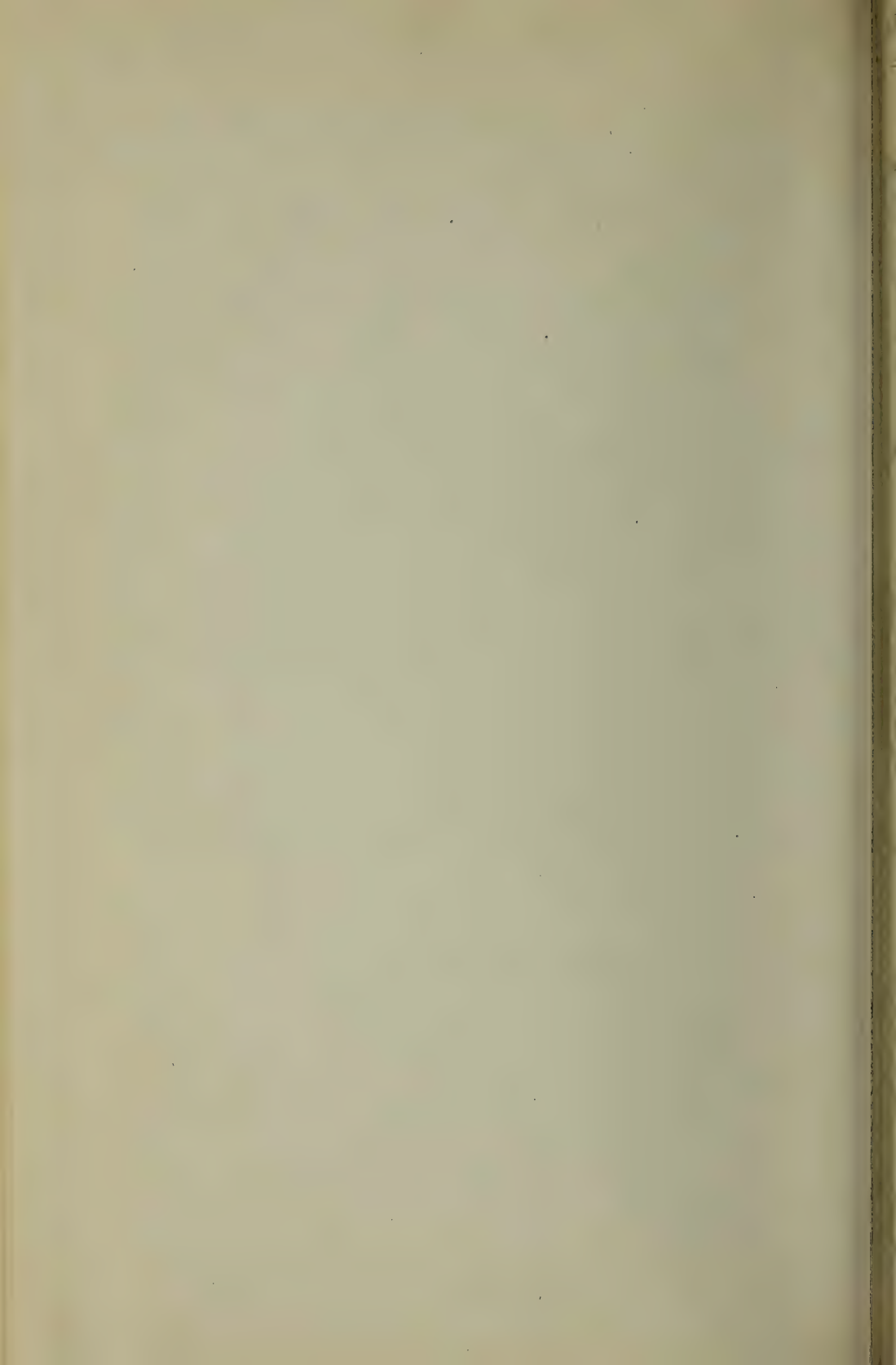
Subscribed and sworn before me at St. John, N.B., this 7th day of December, 1882.

(Signed) J. R. RUEL, *Collector.*

Received by the hands of the Collector of Customs at the Port of St. John, N.B., the sum of ten dollars in full for my claim for drawback of Customs duties annexed. St. John, N.B., February 23rd, 1883.

(Signed)

JAMES PENDER.



RETURN

(16)

To an ORDER of the HOUSE OF COMMONS, dated 21st February, 1883 ;—For Copies of all Correspondence with reference to the construction of an addition to the Pier of St. Jean Port Joli, County of L'Islet ; Applications for superintending the Work ; Appointments made, if any ; Plans and Surveys made ; Tenders demanded and received, if any, for Materials and Work ; the whole since the Appropriation for that object made during the last Session of Parliament.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
15th March, 1883.

Acting Secretary of State.

RETURN

(46a)

To an ORDER of the HOUSE OF COMMONS, dated 2nd April, 1883 ;—For completing the Return to the Order of this House, dated 21st February last, calling for Copies of all Correspondence, &c., with reference to the construction of an addition to the Pier of St. Jean Port Joli, County of L'Islet, by furnishing the date of the Memorandum closing the said Papers.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
20th April, 1883.

Acting Secretary of State.

RETURN

(46b)

To an ORDER of the HOUSE OF COMMONS, dated 7th March, 1883 ;—For Copies of all Reports, Plans, Correspondence and other Documents, in relation to the construction of a Wharf or Pier at Ste. Anne, on the River Saguenay, in the County of Chicoutimi.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
28th April, 1883.

Acting Secretary of State.

*in accordance with the recommendation of the Joint Committee on Printing,
the above Returns are not printed.]*

RETURN

(46c)

(IN PART)

To an ADDRESS of the HOUSE OF COMMONS, dated 15th March, 1883;—For all Correspondence, Reports, Orders in Council, and all other documents relating to any Claim made by the Provincial Government of Prince Edward Island, for a Refund of their expenditure upon Public Wharves and Piers, and also, in connection with the Maintenance of Short-term Prisoners in that Province since its admission to the Union.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
30th April, 1883.

Acting Secretary of State.

SUPPLEMENTARY RETURN

(46d)

To an ADDRESS of the HOUSE OF COMMONS, dated 15th March, 1883; For all Correspondence, Reports, Orders in Council and all other documents relating to any Claim made by the Provincial Government of Prince Edward Island, for a Refund of their expenditure upon Public Wharves and Piers, and also in connection with the maintenance of Short-term Prisoners in that Province since its admission to the Union.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
16th May, 1883.

Acting Secretary of State.

RETURN

(46e)

To an ORDER of the HOUSE OF COMMONS, dated 2nd April, 1883;—
For Return of a copy of all Reports, Plans and Surveys made by the Government Engineers of Port Albert Harbor, in the County of Huron, and a Copy of the estimate of the costs of extending the piers at said Harbor; and of all Correspondence between the Port Albert Pier Company and the Government, respecting said Harbor.

By Command,

HECTOR LANGEVIN,

Department of the Secretary of State,
18th May, 1883.

Acting Secretary of State.

SYNOPSIS RE PORT ALBERT HARBOR.

- June 29, 1871.—From Jas. Crawford—Requests that his Company be allowed to proceed with the building of the pier at Port Albert Harbor, pending a decision as to whether the Crown reserve at that place is vested in the Dominion or Local Government, and also requests that an Engineer be sent to select a proper site for the proposed pier.
- July 9.—To Jas. Crawford—Acknowledging his letter of 29th ult., and stating that a letter has been received from the Lieutenant Governor of Ontario, saying that the reserve at Port Albert Harbor belongs to his Province.
- October 9, 1873.—From W. Kingsford—Reports on his examination of Port Albert and encloses plans; also makes certain remarks respecting mode of carrying on the works required.
- October 28.—To James Crawford—Transmitting for his information, and that of Mr. Hawkins, copy of Mr. Kingsford's report on his examination of Port Albert Harbor.
- November 29.—To Messrs. Hawkins and Crawford—Stating the conditions upon which the Department will be prepared to consider favorably the subject relative to the proposed works at Port Albert.
- January 5, 1874.—From W. Kingsford—Reports on the proprietorship of Port Albert, and recommends to favorable consideration the question of assuming the harbor works there by the Government. Encloses a letter from Mr. Hawkins on above.
- February 11.—From J. Crawford—Relative to the proposed improvements at Port Albert, suggests that the proposed harbor works be intrusted to the Municipal Council or the Port Albert Pier Company.
- May 5.—From W. Kingsford—Sending detailed map of Port Albert, &c.
- February 16, 1875.—From W. Kingsford—Suggests that instead of expending the balance of appropriation for Port Albert on a crib of 30 feet square added to the north pier, be prolonged 40 feet, with two 20 feet cribs.
- March 22, 1880.—From H. F. Perley—Reports on the letter of Mr. A. D. Hawkins to Sir John A. Macdonald, on the subject of dredging the harbor of Port Albert, and estimates the cost at \$4,000.

March 17.—From H. F. Perley—Reports on improvements of Port Albert, and estimates costs at \$4,000.

March 6.—From H. F. Perley—Reports on applications for further improvements in the harbor of Port Albert, Ont., and recommends that \$2,200 be appropriated for necessary repairs; also refers to the questions of extending the piers seawards and to the assumption of the harbor by Government.

PORT ALBERT, 29th May, 1871.

SIR,—I have the honor of addressing you in relation to the contemplated Pier at this place.

The Joint Stock Company formed at this place for the purpose of building the Pier, have provided the necessary timber to build the pier, with the expectation that the Government would see fit to either assist or give a permit to build the pier on the Harbor Reserve. But as there seems to be a dispute between the Dominion and the Local Government, as to the ownership of the reserve in question—and it seems that until that is decided, neither Government are willing to assume the responsibility—now, Sir, what I wish to know at present is, whether you would allow the pier to be built, with the understanding that if either Government eventually become the owners of the reserve, and see fit to assume the harbor, that they may do so without any hindrance from this Company.

If you see fit to allow us to build the pier, could you allow your Engineer, who is appointed as Engineer over the Harbor of Refuge at Goderich, to come up to see this place, and give us the necessary directions as to site of the pier, and the course or direction in which it is to be placed. The distance from Goderich to this harbor reserve is not so far but what he could come and return between this and Goderich in the day.

The necessity for the pier is very urgent, as there is much stuff accumulating at the reserve designed for shipment this season, and unless this pier is proceeded with immediately, it cannot be done this summer in time for shipping the produce of the place.

Hoping you may see fit to allow us to proceed with the work at once, with the hope that you will afterwards be able to either grant the reserve to the Company, or that you will have instructions to assume the harbor, in order to improve it in the name of the Government.

An early answer to the foregoing requests will very much oblige the inhabitants of this place, and also your

Obedient servant,

JAMES CRAWFORD, *P. P. A. P. Co.*

HON. H. L. LANGEVIN, C. B.

DEPARTMENT OF PUBLIC WORKS, OTTAWA, 9th June, 1871.

SIR,—I have the honor to acknowledge the receipt of your letter of the 29th ultimo, on the subject of the Pier proposed to be built at Port Albert Harbor, and to inform you that the same will receive due consideration.

I would also inform you that a despatch has been received from the Lieutenant Governor of the Province of Ontario, stating that the reserve at Port Albert belongs to that Province.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary.*

JAMES CRAWFORD, Esq., President Port Albert P. Co., Port Albert, Ont.

TORONTO, 9th October, 1873.

SIR,—I have the honor to acknowledge the receipt of a letter, as per margin, requesting me to exhibit at the village of Port Albert, before contract is let, the specification and plan for the improvement of the harbor.

The matter is somewhat special in its character, hence it is not impossible that the report, which I have had the honor to make, may lead the Honorable the Minister to give further instructions regarding it. I may likewise remark, that the parties resident at Port Albert, and interested in the improvement, the Messrs. Hawkins and Mr. Crawford, intimated to me their intention of applying to the Department for authority to carry on the work according to the plan determined upon in the present examination, and that the Committee appointed by the locality could themselves advertise for tenders and give out the contracts, the money being paid according to the Engineer's certificate of work done.

I have the honor to be, Sir, your obedient servant,

WILLIAM KINGSFORD, *Engineer in Charge.*

F. BRAUN, Esq., Secretary Public Works.

TORONTO, 10th October, 1873.

SIR,—I have the honor to enclose you a tracing of the survey of Port Albert, including a considerable extent of Nine Mile River which discharges at the port. The village itself is about twelve miles north of Goderich—it is already marked by some commercial activity, and a small pier has been constructed, at which vessels can load and unload.

At this point, the coast is quite exposed to the action of the waters of Lake Huron.

Some trifling protection is extended to the north from Point Clark, otherwise there is nothing to intervene before the tempestuous seas which are met in the northern lakes. The winds which prevail, come from the west and south-west. They rush onward with great force, and in order to obtain any efficient protection for shipping against them at this place, a very large expenditure would be required. No vessel can lie at the present pier, except in calm weather, and the narrow limit of the appropriation made by the Government, \$6,000, makes it exceedingly difficult to recommend any additional works which can be executed for that sum, to remove the embarrassments experienced at this place. It is proper here to remark, that the parties interested in the prosperity of Port Albert, express themselves deeply thankful to the Government for the mark of consideration extended to them.

Reference to the map will show the operation of the lake upon this river, which has frequent parallels where the features of the physical geography are the same. In the fall of the year, the roll of the waters deposits a bank of shingle at the *embouchure* of the stream. Loose, and without adhesion, this deposit is, as a rule, carried away by the spring freshet; but when it occurs that the fall shingle is of unusual extent, and at the same time the spring freshet somewhat deficient in force, the operation fails to be effected. Increased by that year's aggregate, next year the heap becomes more firm, and the succeeding spring, it is able to resist the outward flow of water, and this operation is repeated until a new mouth is formed for the river by the water forcing itself through another outlet. Thus streams of this character are constantly changing the *locale* of their discharge. Such has been the case within the memory of man, with the river in question, and if left without protection, such a consequence it is natural to anticipate will again be experienced.

If the mouth of the river could be protected from these influences, the stream is itself a harbor of limited extent for some hundreds of feet, for vessels drawing six feet of water, and it would be no expensive operation to increase it in area and in depth. But while the influence of the west and south-west winds is untrammelled, these natural advantages are nullified. The effort, therefore, is to devise some means by which they may be resisted with the limited money at the disposal of the Engineer. It is by no means certain that the measures proposed will attain the result hoped for. Still everything points to the success of the remedy suggested, and in the writer's view, the experiment should be made, even with the possibility of a failure.

It is proposed to run piling, driven firmly into the ground, secured by wales and bolts, a length of 145 feet from a known grassy point to the south of the stream never

covered by water, and *à l'abri* of the wind. From the termination of the piling it is proposed to extend cribbing 75 feet in length, and 20 feet wide. On the north pier it is proposed to run an addition of 60 feet—20 feet wide, with an arm to the south-west, 50 feet in length, but 24 feet wide.

I have the honor to append a detailed estimate, which shows that the cost of this work is estimated by me at \$5,678. The appropriation being \$6,000, a balance will be left to repair the existing wharf, at a cost of about \$200, and a small sum remains for contingencies.

This estimate is based on the presumption that the spring freshet will remove the deposit now lying on the shore. It is tinted green on the map, at the river's mouth. It is hoped that the piling and cribbing thus constructed to the south of the stream, will receive the shingle as it is cast up by the south-west winds, and prevent it placing itself, as it has hitherto done, in the *embouchure* of the river. In my exceedingly humble judgment, I conceive the reasoning to be sound, which suggests that such would be the case, and it certainly accords with the motion hitherto given to the material cast up; and as the same influences exist, so it seems fair to suppose that the line of deposit will continue the same. On the other hand, there is nothing to extend assurance that such will be the case. Should, however, the argument put forth, prove to be correct, the consequence will be, that land will be gradually formed to the south of the work recommended, and that the impediments complained of will disappear.

I beg leave respectfully to bring under the notice of the Department, the extreme difficulty of dealing with a problem of this character. It is with considerable hesitation I submit the works I recommend, and I beg leave to repeat what I have before stated, it is with no thorough conviction of their efficiency. But I may say this: I do not see that any other scheme is open to recommendation, and I think that if these works are carefully carried out, there is every reason to hope they will extend the relief of keeping the river open, although they will be no protection in the strong winds which pass over Lake Huron.

I have the honor to be, Sir, your obedient servant,

WILLIAM KINGSFORD, *Engineer in Charge.*

F. BRAUN, Esq., Secretary Public Works.

PORT ALBERT.

DETAILED ESTIMATES, EXAMINATION 1873.

South of Stream :

145 piles of hemlock, at 30 ft., = 4,350 lineal ft.,	
at 10 cts.....	\$ 435 00
Driving same, 4,350 lineal ft. at 4 cts.....	174 00
145 lineal waling, 12 ft. by 8 in., at $12\frac{1}{2}$ cts...	18 13
18 bolts, 2 in. each, $\frac{3}{4}$ in. iron, 85 lbs., at 10 cts.	8 50
667 cubic yards cribbing, at \$2.25.....	1,500 75
	<hr/>
	\$2,136 38

North Side :

1,245 cubic yards cribbing, at \$2.25.....	\$2,801 25
	<hr/>
	2,801 25
	<hr/>
	\$4,937 63
15 per cent. contingencies and superintendence.....	740 64
	<hr/>
	\$5,678 27

WILLIAM KINGSFORD, *Engineer in Charge.*

Toronto, 9th October, 1873.

OTTAWA, 28th October, 1873.

SIR,—I am directed to transmit for your information, and that of Mr. Hawkins, copy of the Report by W. Kingsford, Esq., on his examination of the Harbor of Port Albert.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary*.

JAMES CRAWFORD, Esq., Port Albert.

OTTAWA, 29th November, 1873.

GENTLEMEN,—I am directed by the Hon. the Minister of Public Works, to inform you, relative to the proposed works at Port Albert, that if the municipality will apply, and request to be entrusted with the execution of said works, on plans to be approved by this Department, and payment made, on certificates of one its (Departmental) Engineers, that the work has been properly done, the request will be favorably considered.

I have the honor to be, Gentlemen, your obedient servant,

F. BRAUN, *Secretary*.

MESSRS. HAWKINS & CRAWFORD, Port Albert, O.

OTTAWA, 5th January, 1874.

SIR,—I have the honor to report on the proprietorship of the Harbor of Port Albert, in accordance with the reference as per margin.

By the accompanying letter to a communication from myself, it may be said that the wharf is the private property of a Company under charter.

I consider, however, that this description imperfectly represents the case; and I deem it my duty to add what I conceive will more faithfully set forth the position of the parties interested.

Port Albert is a village 10 miles from Goderich. A small river named the "Nine Mile Creek," discharges itself at this locality, the position of this stream has led to the establishment of the village; the water furnishing some mill power.

The village consists of a post office, a tavern, a blacksmith's shop, and three or four stores; it has a very limited population. The country, however, to the rear is fertile, and well formed, and much produce is brought to the lake for exportation.

Unless means of transport were furnished at Port Albert, the produce would have to find its way on the one side to Goderich, and on the other to Kincardine.

The desirability of a wharf at this place thus became apparent, and there being no means of constructing it out of any public fund for the taxation of the village is utterly insignificant. A company has been formed for that purpose.

I think it may safely be said that this work can in no way be regarded as a speculation undertaken for profit. Had Port Albert been of larger extent, the requirements would doubtless have led the Corporation, had there been such in existence, to undertake it. But as matters stood, the miller, the storekeeper, and those interested with them, found it to their advantage to have a wharf, and the result was a combination to construct it.

In the letter of Mr. Hawkins, it is stated that the Company is desirous of giving over the property to the Government.

I respectfully submit that much consideration should be given to this proposition before it be accepted. The direct and indirect obligations arising from the assumption of a work are often manifold, and generally lead to expenses never contemplated. Moreover, if the work be assumed the Government will be exposed to the solicitation of maintaining their own property.

Accordingly, although this harbor may, in one sense, be regarded as private property, practically it possesses a municipal character; the farmers of the surrounding country are much benefitted by the facilities which it extends, and it has been a source of cost, not of profit, to its ownership.

I beg leave, therefore, respectfully to express the opinion that under the circumstances the condition of the wharf at Port Albert is worthy of the favorable consideration of the Honorable the Minister.

I have the honor to be, Sir, your obedient servant,

WILLIAM KINGSFORD, *Engineer in Chief.*

F. BRAUN, Esq., Secretary Public Works.

PORT ALBERT, 22nd December, 1873.

SIR,—In reference to your letter, No. 92, addressed to Thomas Hawkins, Postmaster, which has been handed to me to reply—and I beg leave to state the wharf in question was built by a Company, under Charter (for pleasure) from the Ontario Government.

The Company hold no patent, except the charter and sanction of tolls. I will send you a schedule of tolls, if you require it; no other private claim against the Harbor Reserve.

Be is distinctly understood, that at the time the Company was formed, it was their intention that as soon as the Government would undertake to improve the harbor the Company would give up all claim on the pier; this I know to be a fact being that I am Secretary to the said Company, and also collector of wharfage at the pier.

Any information you wish to know, if in my power, I will be most happy to give you.

I am, Sir, your obedient servant,

A. C. HAWKINS.

WM. KINGSFORD, Esq., Chief Engineer Public Works.

PORT ALBERT, 11th February, 1874.

SIR,—I have the honor to address you in relation to the grant of \$6,000, granted by the Government, for the purpose of extending the pier at this place.

My object for addressing you in this matter is to give you a proper understanding of the matter in question.

I have had the honor to have several communications from the Commissioner of Public Works in relation to this matter during the time that Joseph Whitehead, M. P., represented this riding. I believe he made application for assistance to extend the pier at this place, but did not succeed in obtaining any. Then, through his advice and that of M. C. Cameron, M. P., of Goderich, the people of this place formed themselves into a joint stock company, under Statute 22 Vict., ch. 50, an Act respecting Joint Stock Companies for the construction of Piers, Wharves, Dry Docks and Harbors, believing that if we were to make an effort to help ourselves that then the Government would be more willing to assist us. Under the provisions of said Statute, a Company was formed, composed of some thirty residents of this village and surrounding part of the township of Ashfield. This Company then complied with the requirements of said Statute, by having their stock list registered and other conditions carried out. Then, obtaining a lease of a portion of the harbor reserve, they proceeded to build a pier, after the plan of the pier being built at Goderich by the Government. This pier is built with hewn timber, and built in cribs, bolted together and filled with stone, extending some 180 feet into Lake Huron, at a cost of about \$4,000.

This pier was built in the summers of 1871 and 1872, and during the summer of 1872 some twenty or twenty-two vessels cleared from it, laden with lumber, bark and cordwood. After seeing so much lumber, &c., &c., passing over this pier, it was thought advisable to apply to His Excellency the Governor-General for a permit to collect wharfage and toll on vessels. A permit was granted by His Excellency the Governor in Council. And it was the intention of the said Company to spend the moneys so collected in repairing and other unavoidable expenses necessary to the protection of said pier, and not for any benefit to the members of said Company.

When the people of this place heard that a grant had been made, and that it was proposed to place the \$6,000 in the hands of the people of this place for the purpose aforementioned, and that the Government Engineer made a survey of, and plan for the extension of the work on said pier, I, your humble servant, as president of said Pier Company, had a meeting of the residents of surrounding vicinity called, at which the Reeve and Deputy Reeve and Councillors of the township were present, when, after due consideration, it was resolved to let the Government spend the money through their engineer, not knowing but that the Government was willing to carry out the improvement themselves. So matters remained until Friday the 6th instant. When after receiving a telegram from Mr. Kingsford, Government Engineer, to meet him in Goderich, A. C. Hawkins and myself met him, and then, for the first time, became aware of the fact that if the Municipal Council did not treat with the Government for the aforesaid grant, that it would have to revert back to the Government in June first, and would have to be revoked, and perhaps be then lost to this place. I have waited on the Municipal Council in Council assembled this day, and they have instructed their clerk to correspond with the Government in order to see how they should act in reference to carrying out the intention of the Government in expending said grant, as they consider it would not be doing justice to this vicinity to neglect the improvement *so much needed*, and that if the Government do not see fit to place the amount at the disposal of the said Pier Company, they will accept the trust rather than let it be lost to this place, I trust that after taking the circumstances, as here stated, into consideration, you will see that I and others—members of aforesaid Company—have not had any selfish or personal gains in view, and that you will carry out, either with the Municipal Council or the Pier Company, as in your best judgment may seem fit, the intention of the Government in spending the said grant for the good of the large community.

And by so doing you will carry out the desire of one who has always been a supporter of the principles of Reform and good Government.

I have the honor to be, Sir, your obedient servant,

Hon. A. MACKENZIE, Premier.

JAMES CRAWFORD.

OTTAWA, 8th May, 1874,

SIR,—I am directed by the Deputy Minister to place the maps of the Harbor Surveys in your possession.

In accordance I have the honor to deliver to you the following:—

Great Western and Canada Southern Railways, Chenal Ecarté, Shannonville, Sarnia (general plan), Sarnia (detailed plan), Port Albert (details), Cobourg, Meaford, Owen Sound, Inverhuron (details for wharf).

I have the honor to be, Sir, your obedient servant,

WILLIAM KINGSFORD, *Engineer in Charge*.

F. BRAUN, Esq., Secretary Public Works.

OTTAWA, 16th February, 1875.

SIR,—I have the honor to acknowledge your letter authorizing me to expend the balance of the appropriation for Port Albert on a crib 30 feet square, added to the north pier. Previous to recommending this work I had communicated with the Municipality of Ashfield, and they had expressed a preference for the expenditure to take this form.

I have since received a communication from Mr. A. C. Hawkins, in which he informs me that the Municipality now desire to modify the plan which they previously approved. They propose the south pier be prolonged 40 feet, with two (2) 20 feet cribs. It is conceived that this additional length will be an increase of security against the deposit of shingle at the river's mouth.

I beg leave to recommend that this change be entertained, as the reasoning by which it is sustained appears to me fair and just, and the expense will be approximately the same.

Accordingly respectfully I ask the necessary authority to expend the balance remaining on the prolongation of the south pier, as set forth above.

I have the honor to be, Sir, your obedient servant,

WILLIAM KINGSFORD, *Engineer in Charge.*

F. BRAUN, Esq., Secretary Public Works.

OTTAWA, 19th March, 1880.

SIR,—With reference to the letter of Mr. A. D. Hawkins to the Right Honorable Sir J. A. Macdonald, on the subject of dredging the harbor of Port Albert, I have to state that Port Albert in the township of Ashfield, North Riding of Huron, is at the mouth of Nine Mile River, and about eleven miles from Goderich.

The sum of \$6,000, voted in 1873, was expended in the construction of a small pier to the southward of the entrance, and in lengthening the pier on the northern side.

During the past summer, a survey of the harbor was made, but no report was submitted by the Engineer in charge.

In comparing the plans of 1873 and 1879, the changes which have taken place are very marked. The northern pier has arrested the flow of gravel from the northward, and now the shore line of the Lake (Huron) is nearly out to the outer end, and unless arrested will have got beyond it, and the gravel sweeping around, will fill in the basin inside. A point of land on the southern side of the mouth which heretofore made up each summer to be washed away during spring freshets, has become shortened in length, and is now some 3 feet higher than water level. A portion of the pile work built in 1873, has been carried away; and there is a breach through between the eastern end of the south pier and the shore.

For the further improvement of this harbor, I would recommend the extension of the northern pier a distance of 80 feet into 9 feet of water, the closing of the breach at the eastern end of the south pier; and dredging to 8 feet below low water level in the lake along the inner side of the northern pier to make a berth for vessels, and I estimate the cost as follows:—

Extension of north pier.....	\$2,800
Closing breach, south pier.....	300
Dredging.....	900
Total.....	<u>\$4,000</u>

I have the honor to be, Sir, your obedient servant,

HENRY F. PERLEY, *Engineer.*

S. CHAPLEAU, Esq., Secretary Public Works.

MEMORANDUM relative to the present state of Port Albert Harbor, Ontario.

Port Albert in the Township of Ashfield, North Riding of Huron, is at the mouth of Nine Mile Creek, and about eleven miles from Goderich. The sum of \$6,000 voted in 1873, was expended in the construction of a small pier to the southward of the entrance, lengthening the northern pier, &c.

During the past summer a survey was made, but it appears no report has been furnished. The following sketch is from the plan prepared.—(Not printed.)

In comparing the plans of 1873 and 1879, the changes which have taken place are very apparent. The northern pier has arrested the flow of gravel from the northward, and now the shore line of the lake is nearly out to the end of that pier, and in a little while, unless arrested, will have got beyond it, and the gravel sweeping around will fill in the basin inside. The point of land on the southern side which made up each summer to be washed away during spring freshets, has become shortened in length, and is now some three feet higher than water level. A portion of the pile work built in 1873, has been carried away; and there is a breach through between the eastern end of the southern pier and the shore.

For the further improvement of this harbor, I would recommend the extension of the northern pier, a distance of 80 feet into 9 feet of water, dredging to 8 feet below low water level along the inner side, and closing the breach at east end of southern pier; and I estimate the cost as follows:—

Extension of Northern pier.....	\$2,800 00
Closing breach Southern pier	300 00
Dredging.....	900 00
Total	<u>\$4,000 00</u>

HENRY F. PERLEY, *Engineer.*

Department Public Works, 16th March, 1880.

CHIEF ENGINEER'S OFFICE, OTTAWA, 4th March, 1882.

SIR,—With reference to the application of Messrs. Farrow, M.P., and Hawkins for further improvements in the Harbor of Port Albert, Ontario, I have to state that the first works at that place were built by a small joint stock company, for the purpose of providing a place for the shipment of cordwood, bark, lumber, &c.

During 1874-1875 the sum of \$6,000 was expended by the Department in extending the pier on the northern side, and the construction of a small block and pile work on the southern side.

For further improvements, the sum of \$2,960.87 has been expended since July 1880, in pile work from the eastern end of the north pier eastwardly, a distance of 280 feet, and in dredging the basin to a sufficient depth and width, to accommodate the class of vessels frequenting the place.

In November last, these works received much damage during a storm on Lake Huron. A large amount of material placed by the dredge behind the pile work as well as a portion of the beach behind the pier at the point C on the plan herewith, were washed out, owing to the sea having carried away the eastern end of the pier, which, as far as the point B, is quite rotten to the level of the lake. A "wash out" also took place at the point D, in rear of the piles driven in 1874, and at E, around the end of those driven in 1880-81. The outer wing of the pier at A, has settled about three and a half feet owing to the bottom having been undermined.

To thoroughly repair the works at this place, I estimate that the sum of \$2,200 will be required, and have to recommend its appropriation, as in its present state the harbor may be deemed to be unserviceable, and must continue so until repairs are effected.

I note that Mr. Hawkins refers to the necessity of extending the piers seawards. On this point I am—for the want of soundings—unable to report, and before doing so, a study must be made of the place, which can be done during the execution of the repairs, which at present are first in importance.

I am not prepared to recommend the assumption of the harbor by the Government, as suggested by Mr. Hawkins, as I am of the opinion that, in the case of harbors, other than those of refuge, it is the best policy that their management and control should be vested in a corporation or the local authorities.

I have the honor to be, Sir, your obedient servant,

HENRY F. PERLEY, *Chief Engineer.*

F. H. ENNIS, Esq., Secretary Public Works.

RETURN

(46f)

To an ORDER of the HOUSE OF COMMONS, dated 23rd April, 1883;—
For Copies of all Reports, Plans, and Surveys made by the Govern-
ment Engineers of Bayfield Harbor, in the County of Huron.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
22nd May, 1883.

Acting Secretary of State.

SYNOPSIS—*Re* BAYFIELD HARBOR.

- May 8, 1872.—From John Page—Reports on Bayfield Harbor, Lake Huron, and estimates cost of work there at \$65,000.
- March 23, 1874.—From W. Kingsford—Representing the necessity of resurveying Bayfield Harbor. Encloses plan of soundings taken.
- March 16, 1877.—From W. Kingsford—Reports on condition of works at Bayfield Harbor, stating that total expenditure will reach \$4,000 in excess of amount available, and recommends that \$4,000 be appropriated from the dredging fund to meet this charge.
- December 19, 1881.—From Chief Engineer of Public Works—Reports on No. 13,811 Petition for the improvement of Bayfield Harbor. Estimates cost of same at \$45,000; encloses plan.
- January 30, 1883.—From Chief Engineer of Public Works—Reports on No. 30,733 respecting a breach made in the Northern Pier, Bayfield Harbor, and recommends the construction of pile work to prevent the destruction of the harbor. Estimates cost \$4,000; also states that the shoal at the entrance of the harbor could be removed by dredge *Challenge* during the ensuing summer, and the material dredged deposited on the pile work. Plan enclosed.
- April 25, 1883.—From Chief Engineer of Public Works—States that on 30th January last he reported on damage done to Northern Pier at the entrance to Bayfield Harbor, Ontario, placing cost of repairs at \$4,000, and also stated that the shoal at entrance should be dredged.

OTTAWA, 7th May, 1872.

SIR,—As requested by your letter, dated 4th August, 1871, I visited, in the course of the same month, Bayfield Harbor, and an examination of the works showed that they were then even in a worse condition than described in a Report (dated 20th January, 1870) on the harbors situated on the east coast of Lake Huron.

To have all the information in a collected form, it has been considered proper to submit a printed copy of the part of that document which bears upon the question as follows:—

Bayfield Harbor lies twelve miles south of Goderich, and is situated at the outlet of a stream called the Bayfield River.

In this vicinity the clay banks, which form the shores of the lake, are quite bold. Immediately north of the river they are nearly 100 feet high, and on its south side their height is from 60 to 70 feet.

For about 1,000 feet inland, the stream flows through a flat, in which it has cut for itself a deep bed, and appears to discharge a considerable volume of water during freshets.

The entrance piers are 200 feet apart at the narrowest place, 210 feet apart at the outer end of the southern one, and at the inner or landward end the distance between them is 330 feet.

The north pier has a direction nearly west by south from the shore line, for a distance of 339 feet, thence it bears west by north 279 feet, the whole length being 618 feet. At its head was found a depth of ten feet of water.

The south pier is nearly straight, 620 feet long, and built of cribwork; but the superstructure, or part of it towards the outer end, appears to have been carried up in detached pieces, and is now in a very dilapidated condition.

Within the extreme end of the north pier, for a distance of 400 feet, the soundings varied from 5 to $9\frac{1}{2}$ feet. Inside of this, a bar with from 3 to 4 feet of water over it occupied the whole width between the piers, and for 100 feet longitudinally.

For 400 feet inside the bar there was found a depth of from 4 to $8\frac{1}{2}$ feet of water, and from this point in the river, for 800 feet up stream, the depth is from 9 to 14 feet, but the width of water carrying this depth would not average over 100 feet.

The piers being comparatively short, and the space between them considerable, the waves coming from a westerly direction are very little broken or moderated in entering, so that inside of what is called the harbor there is at such times nearly as heavy a sea as outside in the lake.

This has resulted in wearing away a large portion of the south bank of the river, and also part of that on the north side, both of which being gradually undermined, fall down, and the soil is afterwards swept out by freshets and deposited inside the piers in such a manner as tends to form the shoal and bar above mentioned. These prevent vessels from entering further than the outer end of the north pier, where they cannot remain with safety during heavy weather, the principal part of the grain exported being put on board by means of scows.

On the north side the beach line of the lake has made out nearly 250 feet since the works were constructed, so that it is now within 130 feet of the outer end of the north pier; the south beach, on the contrary, has been slightly worn away by the abrading action of the sea.

These results, so marked at Bayfield, occur, however, more or less, at all the places where piers have been carried out into the lake on the eastern coast.

The works at this place were constructed by private or from municipal funds, and it is much to be regretted that the efforts of a locality in which so much enterprise has been displayed should not have been attended with more satisfactory results.

The foregoing, I believe, is a tolerably fair description of the place and works as they were in 1868; but as nothing has been done for their preservation since that time, they are rapidly getting into so dilapidated a condition as to be of little or no service whatever.

At the time of my visit a breach of considerable width had been formed between the south pier and the land, so that the water now passes freely in and out on that side.

The projecting point at the river end of the north pier is of great height, and nearly perpendicular, except where slides have taken place. It still is, and must continue to be, attacked by heavy seas rolling in at the wide and exposed opening between the piers.

The only way in which a harbor could be made at this place, it appears to me, would be to construct two parallel piers at such a distance apart as would, to some extent, check the entrance of waves from rolling in, unbroken, and so far contract the river that the current, in freshets, would have a tendency to keep the channel clear.

The outer part of the present north pier (279 feet) might be assumed as the line on that side, and from 500 to 600 feet added to the inner end of it, so as to protect the bank from the action of the lake, and direct the current of the stream when required.

A new south pier should be built, parallel with the north one, and not more than from 130 to 140 feet from it.

From the outer of the present south pier, the new one should extend inland from 750 to 800 feet, and both piers should be carried out about 200 feet further.

Thus the total length of pier work required would be about 1,700 feet, the cost of which, together with dredging, &c., may be set down at \$65,000.

By adopting this course, it is quite probable that a comparatively safe entrance might be formed, and the advantage secured to the place of a small commercial harbor.

M. C. Cameron, Esq., M.P., the gentleman to whom I was referred, and who accompanied me to the place, stated that the township would be willing to give \$15,000 towards rebuilding the piers, &c., if the Government would give \$30,000.

I have the honor to be, Sir, your obedient servant,
 Secretary Public Works. JOHN PAGE, *Chief Engineer Public Works.*

OTTAWA, 18th March, 1874.

SIR,—The Harbor of Bayfield, on which I have the honor to report, has frequently been brought under the notice of the Department, especially in the Report of the Engineer in Chief, dated 7th May, 1872.

The striking feature of this harbor is the failure of the cribwork, constructed 1853-54; and hence the fruitless expenditure of \$20,000 on the work by the municipality has caused great dissatisfaction. The necessity for further outlay still exists if the harbor is in any way to be made accessible and useful.

The River Bayfield has its outlet at this place. It is a stream charged with much alluvial and gravelly matter. Owing to the influence of the spring and fall currents this material is carried out into the lake to deep water. But as the volume of water in the river decreases, the force of the current is lessened; as in the large rivers the marked rapids of spring subside in summer to a mere ripple. So long as the River Bayfield retains any force of current no deposit is made at its debouchure. On the other hand, when the stream becomes languid, the matter in suspension has a tendency to precipitate itself.

The winds at Bayfield vary from the north-west to the south-west, but generally when storms of any strength pass over Lake Huron, the wind is from the north-west. Indeed, it is in this direction that its force is most generally experienced. The consequence is, when the descending stream is met by the waters of Lake Huron, during the period when its force is not marked by strength, its motion is almost entirely stayed by the roll of the lake driven to the shore by the north-west wind; and the stream eddies round at the river's mouth, intermingling with the waters of the lake slowly and imperfectly.

When this effect is experienced a heavy deposit of gravel and alluvial matter is formed; in other words, shoals are created within the harbor to lessen its depth and temporarily to destroy its capacity.

In opposition to this influence the River Bayfield is subjected to heavy freshets which descend to sweep out all before it. The depth of the harbor is constantly shifting and changing, and in a few hours the deposit which has been aggregated in one, two or three seasons is borne with irresistible force to deep water.

The map, which I have the honor to append to this communication, shows the condition of the river after a careful survey by Mr. Michaud, an assistant engineer of the Department, who has had great experience in examinations of this character. It faithfully represents the condition of the harbor on the 30th September of last year, 1873.

But in the month of December last a freshet came down with great force, which was repeated in January on the 10th instant, 1874, and the several days following, causing great damage by sweeping away bridges, dams and saw logs. The effect of the two freshets in this harbor was totally to remove the deposit of the last two years. Rushing forward, this roll of water straightened the stream in many spots, and even carried away a point of land on the south side before meeting the pier. At the same time it entirely removed the bar and deepened the river. I am informed that

is moment there is 11 feet of water where the bar stood, so the impediments complained of in this respect are entirely removed.

The consequence is that the figures on the map appended, showing the soundings, in no way represent the present depth of the water. And an examination will be required to determine what the change has been, which will extend over but a few days.

The above facts, which set forth the physical features of this harbor, suggest that if means could be taken to accelerate the current in the fall of the year, and if some protection could be afforded against the force of the north-west wind, the deposit might be avoided; or should any matter be precipitated, its extent would be limited that the freshest of December and January would most likely carry it off.

It must be recollected that Bayfield has no special advantages as a harbor beyond the waters of the river itself. Its shores are bold on the lake side, and there is no retreat for shipping, no protected and sheltered bay, which either naturally or by a combination of structures extends refuge during a storm.

Moreover, the roll of the lake is frequently marked by great force. In witness of this an aggregation of deposit has been cast against the north pier, gradually extending the shore line outwards. On the southern side it has forced its way between the land and the crib-work, and there is an opening through which the water beats into the river when the wind comes from the south-west to exercise a retarding influence on the current. The southern pier itself has been so racked that it is valueless, much of it having been carried away. Some of its timbers under water and the stone filling may be available. But the whole structure must be replaced. The causes for this condition, however, may be found in the fact that the structure was too slight in design and very badly constructed.

The north pier is generally in good condition.

To obtain a harbor of moderate accommodation, the writer would most respectfully suggest:

1st. The prolongation of the north pier to the extent of 50 feet with an area to north-west of 125 feet to turn away as much as practicable the force of the prevailing wind.

2nd. The removal of the present southern pier, and the construction of a new pier to the south, generally parallel to the northern pier, the narrowest width apart being 100 feet; with a return of cribwork to close the breach on the south corner, that portion of the work being protected by a *talus* of field stone.

The cost of this work may be stated at \$36,600. It is not possible confidentially to predict what will be the full effect which it may produce, but there is reason to suppose that it will accomplish the desired result.

The Port of Bayfield is associated with one of the most fertile and productive districts of Western Canada. To its south and rear are the Townships of Stanley, May, Stephen and Goderich. Much wheat is produced in this part of the country and brought to Bayfield to be shipped.

Owing to the present unsatisfactory condition of this harbor, steam vessels and propellers navigating Lake Huron rarely visit it. But the fertility of the district, the prosperous circumstances of the yeomanry, the activity in the fish trade, and the operations in lumber, furnish good ground for believing that steamers would find it to their advantage to visit Bayfield, were it possible to do so.

Independently of the influence it would exert on the farming capabilities of the district, it would have a favorable influence on the trade in fish as the fishing grounds in the neighborhood are excellent; and although in this part of the Dominion the country is mostly cleared, and no very extensive lumber operations are carried on, nevertheless many logs are taken out and manufactured for exportation. It affords also a supply of wood for fuel which would draw hither American steamers and vessels engaged in towing, thereby adding to the wealth of the farmer and the storekeeper.

At present there is:

1 Saw-mill at Bayfield.

- 2 saw-mills at Harna, four miles from Bayfield.
 2 " near Drysdale's Tavern, eight miles from Bayfield.
 1 " at Stone House, three and one-half miles from Bayfield.
 1 " at N. E. Western's Mills, three and one-half miles from Bayfield

In the vicinity of Bayfield there are tanneries, breweries, grinding mills, and planing factory.

The population is enterprising, thrifty and diligent, but the community of Bayfield is burdened and discouraged in their efforts to improve the harbor, owing to the jealousy existing in the townships in the rear. The country population decline in any way to assist, and oppose every proposition for municipal encouragement.

It is proper to place on record that no assistance from the Government was given towards the construction of the present works. They were paid for entirely by the municipality, and hence much of the bitterness to which their failure has given rise.

I have the honor to be, Sir, your very obedient servant,

WILLIAM KINGSFORD, *Engineer in Charge.*

F. BRAUN, Esq., Secretary Public Works.

OTTAWA, 15th March, 1877.

SIR,—I deem it proper to submit the condition of the Bayfield works :

The amount available is as follows :

Parliamentary appropriation	\$34,000
Township of Stanley's grant.....	10,000
Dredging Fund.....	6,000
	<hr/>
	\$50,000

The work is on the eve of completion, and it is found that the cost will not be covered by this amount and that the total expenditure will reach \$4,000 in excess of the amount available.

As the additional expense has been incurred by dredging, I beg leave to recommend that the sum of \$4,000 be appropriated from the Dredging Fund to meet the charge.

I have the honor to be, Sir, your obedient servant,

WILLIAM KINGSFORD, *Engineer in Charge.*

F. BRAUN, Esq., Secretary Public Works.

CHIEF ENGINEER'S OFFICE, OTTAWA, 22nd December, 1881.

SIR,—I transmit herewith, for the information of the Hon. the Minister, a report with plan on works proposed for the improvement of the Harbor of Bayfield, Ontario.

I have the honor to be, Sir, your obedient servant,

HENRY F. PERLEY, *Chief Engineer.*

F. H. ENNIS, Esq., Secretary Public Works.

REPORT on proposed improvements in the Harbor of Bayfield, County Huron, Ontario.

Bayfield Harbor, in the Township of Stanley, 12 miles southerly from Goderich, on the eastern coast of Lake Huron, and is situated at the outlet of the Bayfield River.

The original works of this harbor were constructed prior to 1867 by local authorities, and according to a Return to the House of Commons, dated 20th March 1875, the expenditure to 30th June of that year was \$25,088.37.

This harbor was examined by the then Chief Engineer, Mr. Pago, and reported on by him in January, 1870, and is fully described in the Report of the Department for that year, App., page 42.

In 1872, Mr. Page again visited this harbor, and in his Report (No. 22,761) stated that the works were then in a very dilapidated condition.

In 1874, Mr. Kingsford, then Engineer in Charge, reported on this harbor (see 9,519) and recommended:—

1. The prolongation of the northern pier, with an arm to the south west.

2. The removal of the then existing southern pier, and the construction of a new one, generally parallel to the northern one, and at a less distance therefrom.

These works were proceeded with under contract, and, with the dredging found to be necessary, the total expenditure to 30th June, 1879, amounted to \$61,517.55, of which the Township of Stanley provided \$10,000.

In May last the Municipal Council of Bayfield petitioned for the removal of a sand bar at the entrance of the harbor, which they claimed seriously impeded the navigation of that port, if it did not render it "entirely impracticable." (See No. 13,813.)

In October last an examination was made which established that a reduction in depth has taken place at the immediate entrance of the harbor.

The depth at the completion of the harbor in 1873 was 10 feet. The soundings taken this year show an average depth of $9\frac{1}{2}$ feet, and they also show that the *detritus* brought down by the river has been pushed forward into the Lake beyond the entrance into the harbor. Over this deposit $9\frac{1}{2}$ feet was found, where, in 1877, a depth of $11\frac{1}{2}$ feet existed.

As it at present stands, this harbor cannot be used by vessels drawing over $\frac{1}{2}$ feet, and, owing to the arm from the northern pier, the entrance is blocked, and during westerly storms access to the harbor is extremely difficult and at times simply impossible.

For the improvement of this harbor, the following works are suggested:—

1. The removal of the arm at the end of the northern pier C D, on plan herewith.

2. To extend the northern pier 100 feet and the southern pier 200 feet lakewards, as shown in *red* on the plan.

3. To rebuild the old portion of the northern pier from low water level to a height of 7 feet.

4. To build pile protection work from B to E, to retain the materials composing the bluff and prevent them from entering the harbor.

5. Dredging the area to 12 or 14 feet at low water.

The cost of these works are placed as follows:—

1. Removal of block C. D.....	\$ 3,500 00
2. Extension of northern pier.....	\$ 6,875 00
" southern pier.....	13,750 00
	<hr/>
	20,625 00
3. Re-building old portion northern pier, A to B	9,000 00
4. Building pile protection work, B to E.....	2,100 00
5. Dredging to 14 feet.....	6,750 00
Add for superintendence.....	3,025 00
	<hr/>
	\$45,000 00

HENRY F. PERLEY, *Chief Engineer.*

Chief Engineer's Office, Public Works, Ottawa, December, 1881.

CHIEF ENGINEER'S OFFICE, OTTAWA, 30th January, 1883.

SIR,—It having been reported that a breach had been made in the northern pier, Bayfield Harbor, Ont., (see No. 30,735), an examination has been made by Mr. Assistant Gray, who reports that the superstructure of the old portion of the northern pier from C to B on the plan herewith, is destroyed; and that breaches have been made at D.D., through which a portion of the breach which

has accumulated against the northern side, has been swept into the harbor, and now forms the shoal, with from 5 to 6 feet of water over it, blocking the entrance, and unless steps are taken to close these breaches and repair the pier generally, the destruction of this harbor must follow, to prevent which it will be necessary to close pile the inside face of the pier from C to B, a distance of 620 feet, the cost of which may be placed at \$4,000.

To permit vessels to enter their harbor, the shoal at the entrance should be removed, which can be done by the *Challenge* during the ensuing summer, the material dredged being deposited over the pile work proposed and recommended.

I have the honor to be, Sir, your obedient servant,

HENRY F. PERLEY, *Chief Engineer.*

F. H. ENNIS, Esq., Secretary Public Works.

Memorandum re Bayfield, Ontario.

On the 30th January last I reported that a breach had been made through the northern pier at the entrance to the Harbor of Bayfield, and fully detailed the nature and extent of the damage done, and the work to be executed in repairs, placing the cost at \$4,000.

I also stated that a shoal at the entrance should be removed—that it could be done by the Departmental dredge *Challenge* during the ensuing summer, the material dredged to be deposited over the pile work I had recommended for repairs.

There is nothing in the Estimates for this Harbor.

HENRY F. PERLEY, *Chief Engineer.*

Chief Engineer's Office, Public Works Department,

Ottawa, 24th April, 1883.

RETURN

(46g.)

To an ORDER of the HOUSE OF COMMONS, dated 11th April, 1883;—
For Copies of all Correspondence, Reports, &c., relative to proposed improvement at Morpeth Harbor on Lake Erie; with Statement of Appropriations made for such Improvements, and of sums contributed by private subscriptions, or by the Township of Howard, or any part thereof, towards such Improvements; showing what disposition has been made of any Funds so appropriated or contributed.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
22nd May, 1883.

Acting Secretary of State.

SYNOPSIS.—RE PROPOSED IMPROVEMENT OF MORPETH HARBOR, ON LAKE ERIE, ONTARIO.

- June 14, 1875—From D Mills, 51,204—Represents necessity of a harbor on shore of Lake Erie, near Morpeth, and encloses resolution on subject from Corporation of Howard.
- July 3—To W. Kingsford, 30,832—Referring for Report 51,204.
- July 3—To D. Mills, M.P., 30,833—Acknowledging 51,204.
- November 20—From C. Grant, 55,455—Transmits copy of Resolution from Municipal Council of Township of Howard, relative to contribution by Council towards proposed improvements of Morpeth Harbor.
- December 6—To W. Kingsford, 33,101—Referring No. 55,455.
- December 6—To C. Grant, 33,102—Acknowledging No. 55,455.
- December 17—From W. Kingsford, 55,918—Reports on proposed improvement of Morpeth Harbor—Plan enclosed—\$20,000.
- May 16, 1877—To Charles Grant, 39,839—Informing him that \$7,500 have been voted by Parliament for Morpeth Harbor, conditionally that locality will pay a similar amount, and requesting that Department be informed if such will be done.
- March 18, 1878—From Alex. Clark and others, 43,005—State people of Howard are willing to contribute one-fifth of amount to be expended if work is begun at once at Morpeth.
- March 25—To John Lerson, 43,705—Acknowledging 73,001.
- May 18—To report to Council, 44,384—To expend money at various places, \$7,500 at Morpeth.
- July 12—From W. Kingsford, 75,034—With reference to amount voted by Parliament and Council of Morpeth, and expenditure of the same.
- July 13, 1878—To Report to Council, 45,161—For authority to bring forward unexpended Appropriation to 1877-78 for Morpeth, \$7,500.
- July 23—From Order in Council, 75,214—Brings forward \$7,500 for 1877-78 for Morpeth Harbor.
- August 9—To John Duck, 45,477—Inquires what amount inhabitants of Morpeth are prepared to pay towards improvement of their harbor.

- August 17—From John Duck, 75,802—Acknowledges 45,477: states he will deposit \$1,400, which, with municipal grant, will make \$2,600.
- August 28—John Duck, 75,962—Deposit receipt for \$1,400; suggests that plans be sent for exhibition.
- October 25—John Duck, 76,480—Inquires if No. 75,962 has been received.
- October 2—From W. Kingsford, 76,626—Encloses tracings of works at Morpeth Harbor.
- October 8—From E. Higgins, 76,710—Applies for form of tender for works at Morpeth Harbor.
- October 18—To Minister of Finance, 46,575—Enclosing draft for \$1,400, portion of Government grant, 1877, Morpeth.
- October 19—From Minister of Finance, 76,329—Acknowledges No. 46,575. States Ontario Government have deposited \$2,802.27.
- October 25—From Drake & Lawrence, 77,037—Re tenders for Morpeth works.
- October 29—To Drake & Lawrence, 46,660—Acknowledges 77,037.
- November 9—From Robert Reed, 77,339—Inquires if tenders for Morpeth have been opened.
- November 12—From Walker & McLaren, 77,407—Asks information on letting of Morpeth Harbor works.
- November 16—To John Duck, 46,808—That Morpeth Harbor works are to be postponed, and inquires if local authorities want their deposit returned.
- November 19—To W. Kingsford, 46,818—Informing him that works at Morpeth have been indefinitely postponed.
- November 20—To Robert Reed, 46,866—That works at Morpeth have been postponed.
- November 20—To Walker & McLaren, 46,887—That works at Morpeth have been postponed.
- November 20—From A. Clark, Deputy Reeve, 77,617—Inquires if Howard Loan Fund has been transferred from Ontario to Dominion Government.
- November 25—From John Duck, 77,702—Resolution passed by subscribers on postponement of Morpeth works.
- November 29—To John Duck, 46,964—Acknowledges 77,702.
- February 6, 1879—From Dr. J. M. Smith, 79,290—Urges beginning of works at Morpeth.
- February 11—To Dr. J. M. Smith, 47,879—Acknowledges 79,290.
- February 6—From County Clerk, Kent, 79,477—Petition for construction of harbor at Morpeth.
- February 8—Municipal Corporation of Howard, 79,512—Petition for harbor works at Morpeth.
- February 17—To David Kerr, 47,939—Acknowledges 79,477.
- February 20—From Hon. D. Mills, M.P., 79,731—Enclosing petition from Municipality of Howard *in re* Morpeth Harbor.
- February 25—R. Stephenson, 79,768—Petition for harbor of refuge at Morpeth.
- March 1—To Jno. Ferguson, 48,068—Acknowledging 79,512.
- March 4—To Hon. D. Mills, M.P., 48,139—Acknowledging 79,731.
- March 5—From Reeve of Oxford, 79,939—Petition for carrying out work at Morpeth.
- March 5—To Jno. Ferguson, 48,156—Acknowledging 79,735.
- March 3—From R. Stephenson, 80,088—Petition for harbor works, Morpeth.
- March 7—To R. Stephenson, 48,199—Acknowledging 79,768.
- March 11—To R. Stephenson, 48,273—Acknowledging 80,088.
- November 17—To John Lerson, 319—Requesting copy of communication, signed by himself and others, *in re* Morpeth Harbor.
- December 3,—From J. M. Smith and J. Duck, 1,439—Request that a sum of money with amount already granted, be applied towards the improvement of Morpeth Harbor.
- December 10—To J. M. Smith and J. Duck, 580—Acknowledging No. 1,439.
- December 13—From R. Stephenson, 1,742—Applies for copy of tracing of proposed Harbor of Morpeth.

- December 18—From Auditor-General, 1,993—Asks information respecting amount placed to credit of Public Works by Ontario Government and local authorities, for Morpeth Harbor.
- May 10, 1880—To Report to Council, 1,850—For authority to expend amount voted by Parliament for Morpeth.
- May 10—From W. Kingsford, 2,034—Reports on No. 1993.
- May 19—To Auditor-General, 1,944—Informing him that deposit of \$4,202.27 is not to be returned to local authorities, as Department is determined to proceed with works at Morpeth Harbor.
- June 25—From J. M. Smith, 5,261—Refers to sum in Estimates, and that furnished by local authorities for Morpeth, asks when the works will be begun.
- June 25—To Chief Engineer, 2,067—Requesting him to make surveys of Morpeth Harbor and other places.
- June 4—To J. M. Smith, 2,072 acknowledging 95,261.
- December 7—From J. M. Smith, 10,380—Makes enquiry about Morpeth.
- December 27—From Chief Engineer, 10,382—Asks if a further appropriation will be made for Morpeth, &c.
- February 21, 1881—J. M. Smith, 11,805—Telegram asks if \$6,000 voted last year will stand for 1881—Morpeth.
- February 10—From Chief Engineer, 12,523—States that if work at Morpeth is to be proceeded with, \$6,000 will be required to be revoted, and new vote of \$2,000 for 1881-82.
- June 8, 1883—From J. Duck, 30,746—Enquires if works at Morpeth are to be proceeded with, or if the \$1,400 subscribed are to be refunded, &c.
- April 11—To Report to Council, 17,789—For authority to return to J. Duck \$1,400—Morpeth.
- April 17—From A. Wilson and J. Graham, 33,681—Renew their request for a grant of money for Morpeth Harbor.
- April 17—From Order in Council, 33,748—Authority to refund to J. Duck the sum of \$1,400, deposited for Morpeth Harbor.
- April 15—To Henry Smyth, M.P., 33,749—Encloses letter from H. Wade, respecting deposit of money with Receiver-General for Morpeth, and requests that it be returned to subscribers.

DEPARTMENT OF PUBLIC WORKS, 14th June, 1875.

No. 51,204.

MY DEAR SIR,—I enclose you a resolution of the Council of the Township of Howard, to which I ask your early attention. I spoke to the Premier last year in reference to the construction of a harbor on the shore of Lake Erie, near Morpeth. Mr. Kingsford made a casual inspection in the fall, and the understanding was that a careful survey and estimate would be made this spring; and if the municipality and people interested would contribute say a fifth, and the work did not cost more than \$50,000, the Government would ask Parliament to make the appropriation. The municipality has on hand \$3,000 for this purpose, but if the Government have abandoned their intention, the Council will apply the money to the roads. I have no doubt but that the Government will do as the Premier has promised. But Mr. Kingsford has not yet come on as was anticipated, and an answer is necessary to prevent clamor for the expenditure of the money.

Please reply.

Yours very truly,

DAVID MILLS.

Hon. L. S. HUNTINGTON.

RESOLUTIONS passed by the Municipal Council of the Township of Howard, on Saturday, June 5th, 1875.

Moved by Mr. Wade, seconded by Mr. McKerrechu, that—1st. Whereas the amount of \$2,874 is now in the hands of the Ontario Government to the credit of this Township out of the Municipal Loan Fund for public improvement;

2nd. And whereas it appears that it is the intention of the Dominion Government to build a breakwater at some point on Lake Erie, in this Township, provided this Township grant a certain bonus to said harbor;

3rd. And whereas it is the wish of some of the ratepayers to apply the above mentioned sum as part of said bonus;

4th. And whereas it is the wish of this Council to ascertain as far as possible the intention of the Government respecting said harbor.

Be it therefore resolved, that Mr. Westland in the matter be and is hereby appointed a Committee to wait on David Mills, Esq., M.P., to ascertain the intention of that Government on the matter.

Carried. True copy.

CHARLES GRANT, *Township Clerk.*

No. 30,832.

June 3rd, 1875.

SIR,—I beg to refer for your examination and report, the enclosed letter from D. Mills, Esq., M.P., together with the accompanying copy of a resolution of the Council of the Township of Howard, Ont., relative to proposed construction of a harbor on Lake Erie, in said Township.

I have the honor to be, Sir, your obedient servant,

W. KINGSFORD, Esq.

F. BRAUN, *Secretary.*

No. 30,833.

OTTAWA, June 3rd, 1875.

SIR,—I beg to acknowledge the receipt of your communication of the 14th ult., transmitting copy of a resolution of the Council, of the Township of Howard, Ont., relative to the proposed construction of a harbor on Lake Erie, in said Township, and to inform you that the matter will receive the attention of the Department.

I have the honor to be, Sir, your obedient servant,

D. MILLS, Esq., M.P., Clearville, Ont.

F. BRAUN, *Secretary.*

No. 55,455.

COPY of a Resolution passed by the Municipal Council of the Township of Howard, on the 20th day of November, 1875.

Moved by Mr. Wade, seconded by Mr. McKerrechu, whereas it appears that the Government of Canada did, during last summer, send Engineers to survey a harbor at or near the Village of Morpeth, on Lake Erie, and that such survey was made;

And, whereas this Council are of opinion that if a harbor was built at that point or place, it would be of great benefit to at least from 12,000 to 15,000 of the inhabitants living in this section of the country, in the Townships of Howard, Oxford, and portions of Harwich and Camden;

And, whereas certain monies belonging to this Township, arising from the Municipal Loan Fund are yet unexpended to the amount of about \$3,000, and that an additional sum of \$1,000 would be raised by subscription from private parties, and that the sum of not less than \$6,000 may be raised by by-law in this Township, making in all the sum of \$10,000 for the purpose of a bonus to the Government to assist in building such works;

Resolved, that this Council will submit a by-law to the ratepayers of this Township, for the purpose of raising the said sum of not less than \$6,000, should the

Government of Canada be induced to make an appropriation for such works at the next Session of Parliament.

True Copy.

CHARLES GRANT, *Township Clerk.*

No 33,101.

OTTAWA, 6th December, 1875.

SIR,—I have to refer to you the enclosed copy of a resolution adopted at a meeting of the Municipal Council of Howard, held on the 20th ult., respecting the amount that body proposes to contribute towards the improvement of the harbor of Morpeth.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary.*

WM. KINGSFORD, Esq., Engineer Public Works, Ottawa.

No. 33,102.

OTTAWA, 6th December, 1875.

SIR,—I am directed by the Minister of Public Works to acknowledge the receipt of a copy of the resolution passed at a meeting of the Municipal Council of the Township of Howard, held on the 20th ult., relating to the amount said body propose to contribute towards the improvement of the harbor of Morpeth.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary.*

C. GRANT, Esq., Clerk Municipal Council, Howard, Ont.

No. 55,919. DEPARTMENT OF PUBLIC WORKS, OTTAWA, 17th December, 1875.

SIR,—The Harbor of Morpeth, which I beg leave to bring under the notice of the Honorable the Minister, is situate in the Township of Howard. It is some ten miles to the east of Rondeau Harbor. Vessels overtaken by a storm when opposite Morpeth with south-west wind, would scarcely be able to make Rondeau, the gale driving them directly from it. In this view some protection being given to this locality would be of advantage to the shipping interests, and at the same time tend to the development of a rich section of country, at present utterly destitute of harbors. There are no natural advantages to be met with on this part of Lake Erie. The shore rises directly from the water, and no protection can be obtained except when artificially made.

The present pier extends 345 feet from the shore and is simply a landing place for vessels.

It is but in an indifferent condition, and in an estimate for any work required to improve this locality it is to be assumed that the old pier will be placed in fair repair by those who control it. Considering, therefore, that the present pier will be provided for, totally independent of any appropriation which may be made for the improvement of the harbor, I have the honor to submit that the subject branches off into two directions:—

1. The amount of money proposed to be expended.
2. The accommodation which is desirable.

A harbor of any extent would be a matter of great expense, but some works of moderate character may be carried out to afford a limited protection to a few vessels. The course which suggests itself is to continue the present pier a given distance turning an arm in a south-easterly direction to meet the gales which prevail from the south-west; should 10 feet 5 inches be considered a sufficient depth of water, the pier must be extended a distance of 265 feet, and with the arm above described, some few vessels requiring 10 feet 5 inches depth would be able to enter at low water and obtain shelter. By prolonging, however, the pier an additional 200 feet, a depth of 13 feet will be obtained.

There cannot be a doubt as to which course is the most advisable. The additional expenditure for the 200 feet of cribbing would be repaid a hundred-fold by the 2 feet 5 inches additional water obtained.

The cost of the 10 feet 5 inches navigation may be estimated at \$39,000, including superintendence.

Of this amount \$10,000 is proposed to be paid by the Township of Howard, leaving for 10 feet 5 inches of water \$29,000 to be provided.

The cost of the 13 feet navigation may be estimated at \$55,000, leaving in this case \$45,000 to be provided.

The absence of any natural advantages throughout the whole northern shore of Lake Erie makes it difficult to design any harbor of any extent at moderate cost, but with the above sum a certain accommodation will be obtained which would materially assist commerce and give a limited refuge to vessels in a gale.

Should the above amounts appear to the Honorable the Minister greater than the exigencies of the case justify, the work might be modified to cost \$20,000, in which the depth of water of 9 feet 6 inches might be obtained. This limit being imposed, the pier could be extended about 60 feet and the arm to the south-west 200 feet.

The cost of the work would be approximately \$20,000.

It is proper to remark that owing to the difficulty of getting stone at this locality, the price of crib-work would be increased beyond the rates paid where this disadvantage is not experienced.

I have the honor to be, Sir, your obedient servant,

WILLIAM KINGSFORD, *Engineer in Charge.*

F. BRAUN, Esq., Secretary.

No. 73,004.

HOWARD, COUNTY KENT, 18th March, 1878.

To the Hon. A. Mackenzie, M.P., P.C., M.P.W., Premier, Dominion of Canada.

SIR,—We, the undersigned Councillors of the Township of Howard, humbly wish to communicate with you relative, to the construction of the Morpeth Harbor, situate at or near Hill's Landing, in this Township.

The Government having appropriated the sum of \$15,000 in consideration of the said harbor, conditionally that the municipality would contribute half that amount, the majority of the ratepayers being averse to striking a rate for the purpose of raising a bonus, which would have to be done did the township contribute \$7,500; but there is to the credit of this Township Municipal Loan Fund monies amounting to about \$2,500, and sufficient would be raised by private subscription to make \$3,000, which sum would be placed to the credit of the Receiver General of Canada before the first appropriation would cease, provided the Government would go on with the expenditure of the sum of not less than \$18,000 in the improvement of the Morpeth Harbor. The above-mentioned sum of \$3,000 being a fifth of the Government appropriation, which, according to a communication written by Hon. D. Mills dated July, 1875, wherein a promise was made, that if the work did not cost more than \$50,000 and the municipality and people interested would contribute a fifth, the Government would ask Parliament to make the appropriation. And now the people are willing to contribute a fifth of the sum that is proposed to be expended by the Government, should the Department deem it expedient to accept the same, work might be proceeded with at once. The Township Council will meet on the 29th instant, and a reply will be expected for consideration on that day.

Yours very truly,

ALEXANDER CLARKE,
HENRY SPENCER,
JOHN LERSON,
BENJAMIN WILSON.

Please address, John Lerson, Bridgetown P.O., Ontario.

To the Honorable the Minister.

No. 43,705.

OTTAWA, 25th March, 1878.

SIR,—I have to acknowledge receipt of the communication signed by yourself and others, under date of the 18th inst., stating that the people of the Township of Howard are willing to contribute one-fifth of the cost of improvements at the Harbor of Morpeth, providing the work be undertaken by the Government at once.

I am, Sir, your obedient servant,

MR. JOHN LERSON, Post Office, Bridgetown, Ont.

F. BRAUN, *Secretary.*

Memorandum. No. 44,384.

OTTAWA, 18th May, 1878.

The undersigned reports that Parliament, at its last Session, made the following appropriation for Morpeth Harbor for the fiscal year ending 30th June, 1879, and requests authority to expend the same in carrying out the work for which it was made, viz:—

Morpeth, Lake Erie..... \$7,500

Respectfully submitted,

A. MACKENZIE, *Minister of Public Works.*

No. 75,034.

MORPETH, 12th July, 1878.

DEAR MR. TRUDEAU,—Hitherto it has been considered in the Department that the vote for Morpeth was \$7,500, being a re-vote of the previous sum this year repeated by the same figures, unconditionally the first vote being that an equal amount should be expended by the Township of Howard or from other sources. This sum not having been voted it was held that the grant had lapsed, and my instructions authorize me to expend \$7,500 unconditionally.

I learn from Mr. Duck, who represents Morpeth, in the conversations that I have held with him that the theory of those interested is that the first grant has not lapsed, and that they have raised \$4,000 with the expectation that the Government will authorize an expenditure of an equal amount independently of the \$7,500. The ways and means will accordingly stand as follows:—

Grant of Parliament 1877-78, \$4,000, out of the \$7,500.

Subscribed by individuals and from other sources in the Township of Howard, say \$1,500. Municipal Loan Fund paid by the Ontario Government to the Credit of the Township of Howard in the hands of the Receiver General, say....	\$2,600
Total, say.....	\$4,000
Parliamentary vote 1878-79.....	7,500

\$15,500

With regard to the vote of \$2,600 of the Municipal Loan Fund, I have reason to believe that it has been settled in town, and is now at the disposal of the Department in the hands of the Receiver General, Ottawa. The \$1,500, Mr. Duck informs me, is also ready when required.

No arrangement is yet made with regard to the \$3,500 balance required to make the amount paid by the Township equal to the Parliamentary vote 1877-78. Mr. Duck, however, says that they—a certain number of inhabitants interested—are willing to give a reasonable guarantee that the full amount will be raised, if the whole of the two votes \$15,000 be expended so that the total sum available will be \$22,500.

I think it proper to submit the question in this form, so that the steps considered necessary may be taken, so far as my own position is concerned, I do not conceive how any initiatory steps can be taken until the whole money question be settled, and the available amount determined.

Sincerely yours,

WILLIAM KINGSFORD.

I go to Detroit to-night to learn if any steps will be taken this year by the Americans towards deepening the channel at Amherstburg. I return to Toronto on Sunday to be there Monday.

Memorandum. No. 45,161.

OTTAWA, 18th July, 1878.

The undersigned recommends that he be authorized to bring forward the unexpended appropriation for 1877-78 for Morpeth Harbor, Lake Erie, amounting to seven thousand five hundred dollars (\$7,500).

Respectfully submitted,

A. MACKENZIE, *Minister of Public Works*

No. 75,214.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 23rd July, 1878.

On the recommendation of the Honorable the Minister of Public Works, the Committee advise that he be authorized to bring forward the unexpended appropriation for 1877-78 for Morpeth Harbor, Lake Erie, amounting to seven thousand five hundred dollars (\$7,500).

Certified,

W. A. HIMSWORTH.

Honorable Minister of Public Works.

No. 45,477.

OTTAWA, 9th August, 1878.

SIR,—I am instructed to ask what amount the inhabitants of Morpeth are prepared to pay towards the construction of the harbor at that locality. The Engineer in Charge of Harbors, reports that satisfactory arrangements have been made with the Ontario Government to pay over from the Municipal Loan Fund to the credit of the Township of Howard into the hands of the Receiver General, \$2,600, and that there is a proposition to increase this amount.

The rule of the Department is that no work based on a supplemental amount paid by a municipality be commenced until the money be paid. In the case of Morpeth Harbor I am desired to inform you that whatever amount is subscribed towards its construction, the Minister will recognize as a ground for directing an expenditure equal in amount to be made on the work quite independently of the Parliamentary vote of last Session \$7,500.

It is therefore necessary for the Department to be informed what amount is subscribed, so that the sum available for the work be established and instruction given to the Engineer in charge to take the necessary steps to commence the work.

As I have above explained, it will be necessary that whatever the amount subscribed it be paid into the hands of the Receiver General before the work can be commenced.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary*.

JOHN DUCK, Esq., Morpeth.

No. 75,802.

MORPETH, 17th August, 1878.

SIR,—I beg to acknowledge the receipt of yours of the 9th inst., asking what amount the inhabitants of Morpeth are prepared to pay towards the construction of the Morpeth Harbor. In reply would say that I trust in a few days to deposit with the Receiver General of Canada, on their behalf, \$1,400, making, with the Municipal Loan Fund of \$2,600 the sum of \$4,000, to supplement an equal amount of the Government grant of 1877; this with the Government grant of 1878—(\$7,500) will make \$15,500.00 to expend at once upon said Harbor.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, Esq., *Secretary Public Works*.

JOHN DUCK.

No. 75,962.

MORPETH, 28th August, 1878.

SIR,—I have the honor to enclose you, certificate of deposit and draft upon the Canadian Bank of Commerce, payable to the Receiver General of Canada, for the sum of \$1,400 agreeable to my letter to you of the 17th inst., of which please acknowledge receipt.

May I take the liberty of suggesting that plans and specifications of the proposed work be sent to my office here, or the Morpeth Post Office, for the use and inspection of parties wishing to tender for the proposed work from this neighborhood.

I beg to remain your obedient servant,

F. BRAUN, Esq., Secretary Public Works.

JOHN DUCK.

No. 76,480.

MORPETH, 25th September, 1878.

SIR,—On the 28th August last, I enclosed you certificate of deposit and draft upon the Canadian Bank of Commerce for the sum of \$1,400, to supplement a portion of the Government grant of 1877, made to the Morpeth Harbor.

As I have not received any reply to that letter, would you oblige by informing me if the same has been received.

I beg to remain yours, most obediently,

JOHN DUCK.

F. BRAUN, Esq., Secretary Public Works.

No. 76,710.

TORONTO, 8th October, 1878.

DEAR SIR,—I called at the Custom House here, according to advertisement, to see plans and specifications for the Morpeth Harbor Works, but they have no specifications or forms of tender. If you would kindly mail me a copy of the specification and form of tender to my address, you would greatly oblige.

I remain, dear Sir, your obedient servant,

ELI HIGGINS.

Please address, Eli Higgins, St. Catharines, Ont.

F. BRAUN, Esq.

No. 46,575.

OTTAWA, 18th October, 1878.

SIR,—I have the honor to transmit herewith a deposit receipt of the Canadian Bank of Commerce, with draft in favor of the Receiver-General for the sum of \$1,400, issued to meet a portion of the Government grant made in 1877, for certain harbor improvements at Morpeth. I have to enquire whether the Ontario Government have yet deposited the sum of \$2,600, the portion remaining to be provided by them on this account, also the date of such deposit, if made.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary*.

J. M. COURTNEY, Esq., Deputy Minister of Finance.

No. 76,929.

OTTAWA, 19th October, 1878.

SIR,—I have the honor to acknowledge the receipt of your letter of yesterday's date, enclosing draft in favor of the Receiver General for \$1,400, on account of Morpeth Harbor.

A deposit of \$2,802.27 was made by the Ontario Government upon this account on the 9th inst.

Your obedient servant,

W. REGINALD BAKER.

F. BRAUN, Secretary Public Works.

No. 762.—CANADIAN BANK OF COMMERCE, DUPLICATE FOR DEPARTMENT.
\$1,400.

CHATHAM, 27th August, 1878.

Received from John Duck, Esq., on account of Morpeth Harbor, to meet a portion of Government grant made in 1877, the sum of fourteen hundred dollars, which amount will appear at the Receiver General's credit with this Bank.

Signed in triplicate,

WILLIAM S. TRELAND, *Manager*.

Entered J. WESTCOTT, Accountant.

No. 77,037.

ST. CATHARINES, 25th October, 1878.

DEAR SIR,—A few days ago we tendered for the Morpeth Harbor works.

As we have never before tendered for work from the Government, and as our capability to do work of that kind is unknown to you, we beg to refer you to J. Rykert, Esq., M.P., of this city.

We have the honor to be, Sir, your obedient servant,

DRAKE & LAWRENCE.

T. TRUDEAU, Public Works.

No. 46,660.

OTTAWA, 29th October, 1878.

GENTLEMEN,—I have to acknowledge receipt of your letter of the 25th instant, referring the Department to Mr. J. C. Rykert, M. P., for information as to your standing as contractors.

I am, gentlemen, your obedient servant,

F. BRAUN, *Secretary*.

MESSES. DRAKE & LAWRENCE, Contractors, St. Catharines, Ont.

No. 77,339.

KINCARDINE, 9th November, 1878.

SIR,—Some time since tenders were asked for by the Public Works Department for the Morpeth Harbor, would you kindly inform me if the tenders have been opened, and give any other particulars you may think worthy of mention in that connection.

I have the honor to be, Sir, your obedient servant,

ROBERT REED.

T. TRUDEAU, Deputy Minister of Public Works.

P. S.—I might mention that I am one of the parties tendering for the work.

No. 77,407.

KINCARDINE, 12th November, 1878.

DEAR SIR,—Will you kindly let me know if there is any chance of me getting the Morpeth Harbor; this is private, and if you will give me any information it will be in confidence. Reed's tender will be very low, but he is not able to carry on the job financially, please write and oblige,

Yours very truly,

WALKER & McLAREN.

F. BRAUN, Esq., Secretary Public Works.

No. 46,808.

OTTAWA, 16th November, 1878.

SIR,—I am directed to inform you that it has been determined to postpone the work at Morpeth, and to ask you whether the money deposited with the Receiver General on that account shall be returned, or whether it is the wish of the local authorities that it remain at their credit with the Receiver General on account of the said work.

I have the honor to be, Sir, your obedient servant,

JOHN DUCK, Esq., Morpeth.

F. BRAUN, *Secretary*.

No. 46,818.

OTTAWA, 19th November, 1878.

SIR,—I am directed to inform you that the execution of the proposed works in Morpeth Harbor, for which tenders have been received by the Department, has been indefinitely postponed.

I have the honor to be, Sir, your obedient servant,
F. BRAUN, *Secretary*.

WM. KINGSFORD, Esq., Engineer in Charge, Ottawa.

No. 46,866.

OTTAWA, 20th November, 1878.

SIR,—In reply to your letter of the 9th instant, I am directed to inform you that the execution of works in connection with Morpeth Harbor is postponed.

I am, Sir, your obedient servant,
F. BRAUN, *Secretary*.

ROBERT REED, Esq., Kincardine.

No. 46,887.

OTTAWA, 20th November, 1878.

GENTLEMEN,—With reference to your letter of the 12th instant, relative to the proposed works at the Harbor of Morpeth, Ontario, I am to state that the letting of these works to contract has been postponed.

I am, Gentlemen, your obedient servant,
F. BRAUN, *Secretary*.

MESSRS. WALKER and McLAREN, Contractors, Kincardine, Ont.

No. 77,617.

HOWARD, 20th November, 1878.

DEAR SIR,—Was the surplus arising from the Municipal Loan Fund, belonging to the Township of Howard, of the County of Kent, transferred from the Ontario Government to the Dominion Government, for the purpose of assisting the latter in the construction of what is known to fame as the "Morpeth Harbor," Lake Erie?

Mr. Mills during the late campaign on several occasions stated that the surplus money to the amount of \$3,000, was in the hands of the Government, to help to build the Moonshine Harbor.

If such is the case, the Ontario Government is guilty of forgery, as they had no right to transfer the money till the Howard Council would certify that they were in debt for such work, which they have not done as yet. Please reply.

Your obedient servant,

A. CLARK, *Deputy Reeve, Howard*.

Address, Harwich P.O., Ontario.

Hon. C. TUPPER, Minister Public Works.

No. 77,702.

MORPETH, 25th November, 1878.

SIR,—I have the honor to acknowledge the receipt of your favor of the 16th inst., and note contents.

In order to be in a position to reply to the same, I convened a public meeting of the subscribers to the Morpeth Harbor Fund, on the evening of the 23rd inst., when the following resolution was carried unanimously, and was instructed by resolution to forward you a copy of the same, as the reply to your letter above referred to:

"Moved by Mr. Charles Shaw, seconded by Mr. Edward Bury, that we, the subscribers to the Morpeth Harbor Fund having heard the letter from F. Braun Esq., Secretary of the Public Works Department, under date the 16th of November inst., read—do regret to hear that the Department of Public Works propose to postpone the work upon the Morpeth Harbor, after the requisite provisions had been made for the same, and would most respectfully suggest that any money or moneys you paid into the hands of the Receiver General for that purpose, do remain so deposited.

"As we trust that the Department will be prepared in a short time to prosecute the said work, it being of so much importance to this section of the country.

"Carried unanimously."

I have the honor to be, Sir, your obedient servant.

F. BRAUN, Esq., Secretary Public Works.

JOHN DUCK.

No. 46,964.

OTTAWA, 29th November, 1878.

SIR,—I am directed to acknowledge the receipt of your letter of the 25th instant conveying a copy of the resolution adopted at a meeting of the subscribers to Morpeth Harbor Fund, in reply to my communication of the 16th instant.

I am, Sir, your obedient servant,

JOHN DUCK, Esq., Morpeth.

F. BRAUN, *Secretary*.

No. 79,290.

DEAR SIR,—It is at the earnest solicitation of many of my Conservative constituents that I presume to address you relative to a matter that largely affects the interests of a considerable portion of the Townships of Harwich, Howard, and Orford—I refer to the Morpeth Harbor.

There are a number of petitions now in circulation, which will receive the signatures of ten or fifteen hundred of the ratepayers of the said townships, setting forth the urgent necessity of such a work; and, furthermore, if the work is not proceeded with at an early date, many persons must suffer pecuniary loss in consequence of delay.

From a party standpoint, I would be pleased to see an early move in the matter, as no other one thing could contribute so largely to the successful candidature of Edwin Kerby, Esq., in the next General Election for the Local House in East Kent.

I would refer you to the member for Kent.

I am, most respectfully, &c.,

JAS. M. SMITH, M.D.

Hon. CHARLES TUPPER, Minister Public Works.

No. 47,879.

OTTAWA, 1st February, 1879.

SIR,—I am directed to acknowledge the receipt of your letter, urging the commencement of the proposed works at Morpeth Harbor.

I am, Sir, your obedient servant,

Dr. JAMES M. SMITH.

F. BRAUN, *Secretary*.

CHATHAM, 6th February, 1879.

SIR,—I have the honor, as directed by the County Council of the County of Kent, Ontario, to forward you the enclosed petition relating to the construction of Harbor works near Morpeth.

I have the honor to be, your obedient servant,

DANIEL KERR, *County Clerk, Kent*.

Hon. CHARLES TUPPER, Minister Public Works.

No. 79,477.

To the Honorable the Minister of Public Works for the Dominion of Canada:—

The Petition of the Municipal Council of the County of Kent,—HUMBLY SHOWETH:

That, whereas, during the years 1877 and 1878 certain grants of money were made by the Parliament of Canada for the construction of Harbor Works on Lake Erie, in said County, near the Village of Morpeth;

And whereas, during the year 1878 certain sums of money were raised in said County adjacent to the proposed improvement for the purpose of meeting said Government grant and deposited with the Receiver General;

And whereas, tenders for the construction of said works were advertised for in the autumn of 1878;

And whereas, during the month of November, 1878, your Petitioners were informed that it had been determined to postpone the works aforesaid.

Your Petitioners, therefore, most humbly pray that, in consequence of the fast increasing necessity for the work in question, and the great benefit it would confer on a large population resident in the locality tributary to said proposed improvements, that you will be pleased to consider the advisability of commencing said work at an early date.

And your Petitioners, as in duty bound, will ever pray.

Passed in Council at Chatham, Ontario, }
1st February, 1879. }

T. R. JACKSON, *Warden*.
DANIEL KERR, *County Clerk*.

p. 79,512.

to the Honorable the Minister of Public Works for the Dominion of Canada:—

The Petition of the Municipal Corporation of the Township of Howard in Council assembled—HUMBLY SHOWETH:

That whereas, during the years 1877 and 1878 certain grants of money were made by the Parliament of Canada for the construction of Harbor works at or near the Village of Morpeth, on Lake Erie;

And whereas, during the year 1878, certain moneys were granted by the Township of Howard and raised by private subscription to meet a portion of said Government grants, said moneys having been deposited with the Receiver-General for such purposes;

And whereas, tenders for the construction of said works were advertised for in the fall of 1878;

And whereas, your Petitioners were informed in the month of November, 1878, that it had been determined to postpone the Harbor works at Morpeth;

Your Petitioners, therefore, most humbly pray, that in consequence of the fast increasing necessity for the work in question and the great benefit it would confer on a large population resident in the Township of Howard and the adjoining localities, that you will be pleased to commence the said work at as early a date as possible in the present year;

And your Petitioners, as in duty bound, will ever pray.

Council Chamber, 8th February, 1879.

JOHN FERGUSON, *Reeve*,
CHARLES GRANT, *Township Clerk*.

p. 47,939.

OTTAWA, 17th February, 1879.

SIR,—I have the honor to acknowledge the receipt of yours of the 6th instant, in reference to the construction of Harbor works near Morpeth.

I have the honor to be, Sir, your obedient servant,

DAVID KERR, Esq., Clerk of Kent, Chatham, Ont.

F. BRAUN, *Secretary*.

p. 79,731.

20th February, 1879.

SIR,—I have the honor herewith to enclose to you a petition from the Municipal Council of the Township of Howard, in reference to the construction of the Morpeth Harbor. If you will have the goodness to name a period when I can see you upon the subject, I shall be glad to state my reasons for thinking that the work should be proceeded with.

I have the honor to be your obedient servant,

DR. TUPPER.

DAVID MILLS.

No. 79,768.

HOUSE OF COMMONS, OTTAWA, 25th February, 1879.

DEAR SIR,—Enclosed please find petition respecting the construction of a Harbor of Refuge at or near Morpeth, Ont.

Yours respectfully,

RUFUS STEPHENSON.

Hon. DR. TUPPER, Minister of Public Works.

To Hon. Minister Public Works:

The Petition of the undersigned Freeholders and Ratepayers of the Township of Howard, Harwich, Orford, and the Village of Ridgetown—HUMBLY SHOWETH:

That whereas, during the years 1877 and 1878 certain grants of money were made by the Parliament of Canada for the construction of Harbor works at or near the Village of Morpeth;

And whereas, during the year 1878 certain moneys were granted by the Township of Howard, and raised by private subscription, to meet a portion of said Government grant, said moneys having been deposited with the Receiver General for such purposes;

And whereas, tenders for the construction of said works were advertised for in the fall of 1878;

And whereas, during the month of November, 1878, your Petitioners were formed that it had been determined to postpone the Harbor works at Morpeth:

Your Petitioners, therefore, most humbly pray, that, in consequence of the increasing necessity for the work in question, and the great benefit it would confer upon a large population resident in the aforesaid localities, that you will be pleased to commence the said work at as early a date as possible in the present year:

And your Petitioners, as in duty bound, will ever pray.

WM. WILSON,
JAS. M. SMITH,
J. C. RATION and 283 others

Dated January, 1879.

No. 48,063.

OTTAWA, 1st March, 1879.

SIR,—I have the honor to acknowledge the receipt of yours of the 8th ult., bearing a petition from the Municipal Council of the Township of Howard, praying for the construction of Harbor works near the Village of Morpeth, Lake Erie.

I have the honor to be, Sir, your obedient servant,

F. BRAUN, *Secretary*.

JOHN FERGUSON, Esq., Reeve, Township of Howard, Ont.

No. 48,169.

OTTAWA, 4th March, 1879.

SIR—I beg to acknowledge the receipt of your letter of the 20th ultimo, respecting the construction of the Harbor works at Morpeth.

I am, Sir, your obedient servant,

F. BRAUN, *Secretary*.

Hon. D. MILLS, M.P., Ottawa.

No. 79,989.

To the Honorable the Minister of Public Works for the Dominion of Canada:—

The Petition of the Municipal Council of the Township of Orford, in the County of Kent, in Council assembled—HUMBLY SHOWETH:

That whereas, during the years 1877 and 1878, certain grants of money were made by the Parliament of Canada for the construction of Harbor works at or near the Village of Morpeth, on Lake Erie;

And whereas, during the year 1878 certain moneys were granted by the Township of Howard, and raised by private subscription, to meet a portion of said Government grants, said moneys having been deposited with the Receiver-General for such purposes ;

And whereas, tenders for the construction of said works were advertised for in the fall of 1878 ;

And whereas, your Petitioners were informed in the month of November, 1878, that it had been determined to postpone the Harbor works at Morpeth ;

Your Petitioners, therefore, most humbly pray, that in consequence of the fast increasing necessity for the work in question, and the great benefit it would confer upon a large population resident in this Township and the adjoining localities, that you will be pleased to commence the said work at as early a date as possible in the present year.

And your Petitioners, as in duty bound, will ever pray.

Dated at the Council Chamber, in the Town Hall, Duart, in presence and by resolution of said Council, this 22nd day of February, A.D. 1879.

JOHN MASON, *Reeve*.

HENRY WATSON, *Clerk*.

No. 48,156.

OTTAWA, 5th March, 1879.

SIR,—I beg to acknowledge the receipt of your petition, dated the 8th ultimo, of the Municipal Council of the Township of Howard, asking that the works at the harbor of Morpeth be commenced on as early date as possible.

I am, Sir, your obedient servant,

F. BRAUN, *Secretary*.

JOHN FERGUSON, Esq., Reeve, Township of Howard, Morpeth, Ont.

HOUSE OF COMMONS, 3rd March, 1879.

VERY DEAR SIR,—Enclosed please find petition in favor of constructing a harbor at or near Morpeth.

I have the honor to be, Sir, your most obedient servant,

JOHN DR. TUPPER, C.B., Minister Public Works.

RUFUS STEPHENSON.

To the Honorable the Minister of Public Works for the Dominion of Canada:—

The Petition of the undersigned freeholders and ratepayers of the Townships of Howard, Harwich, and Orford, and the Village of Ridgetown—HUMBLY SHOWETH :

That whereas, during the years 1877 and 1878, certain grants of money were made by the Parliament of Canada for the construction of harbor works, at or near the Village of Morpeth ;

And whereas, during the year 1878, certain moneys were granted by the Township of Howard, and raised by private subscription, to meet a portion of said Government grants, said moneys having been deposited with the Receiver-General for such purposes ;

And whereas, tenders for the construction of said works were advertised for in the fall of 1878 ;

And whereas, during the month of November, 1878, your petitioners were informed that it had been determined to postpone the harbor works at Morpeth ;

Your Petitioners, therefore, most humbly pray, that in consequence of the fast increasing necessity for the work in question, and the great benefit it would confer upon a large population resident in the aforesaid localities, that you will be pleased to commence the said work at as early a date as possible in the present year ;

And your Petitioners, as in duty bound, will ever pray.

(Signed) JOHN DUCK,

D. M. SEXTON,

Dated 1st January, 1879.

and sixty others.

No. 48,199.

OTTAWA, 7th March, 1879.

SIR,—I beg to acknowledge the receipt of yours of the 25th ultimo, transmitting a petition from certain persons interested, praying for the construction of Harbor works at Morpeth.

I am, Sir, your obedient servant,

F. BRAUN, *Secretary*.

RUFUS STEPHENSON, M.P.

No. 48,273.

OTTAWA, 11th March, 1879.

SIR,—I beg to acknowledge receipt of yours of the 3rd ultimo, transmitting a petition from certain persons interested, praying for the prosecution of works for the improvement of Morpeth Harbor.

I am, Sir, your obedient servant,

F. BRAUN, *Secretary*.

RUFUS STEPHENSON, M.P.

No. 319.

OTTAWA, 17th November, 1879.

SIR,—Under date of the 18th March, 1878, a communication was forwarded to this Department, signed by yourself and others, on the subject of the Harbor of Morpeth, and I am directed to request that as the communication referred to has been mislaid, you will be good enough to transmit a copy thereof to this Department.

I am, Sir, your obedient servant,

S. CHAPLEAU, *Secretary*.

Mr. JOHN LERSON, Ridgetown Post Office, Ont.

No. 1,439.

OTTAWA, 3rd December, 1879.

SIR,—The deputation who had the honor of waiting upon you this morning in reference to the Morpeth Harbor, in the County of Kent, beg most respectfully to renew the application for a grant to that work, and for such purpose would call your attention to the following facts in connection therewith:—

That in 1875, a survey of such proposed work was made;

That during the Session of 1877, a grant of \$7,500 was placed in the Estimate for that year—conditional that the Municipal Council of Howard could not legally meet such grant—not having statutory authority;

That during the Session of 1878, a second grant was made for the same purpose.

That in the month of August, 1878, a deposit was made of the sum of \$2,600, out of the Municipal Loan Fund due to the Township of Howard, by the Ontario Government;

That about the 28th of August, 1878, a further sum of \$1,400 was deposited to the credit of said work, with the Government, making in all \$4,000;

That the said work was advertised for tenders during the fall of 1878;

That on the 16th of November, 1878, we received notice that the Department had determined to postpone the work, and further in reference to moneys deposited.

That the said money still remains to the credit of said work in the hands of the Government;

That during the season of 1879, there was shipped and in store upwards of 82,000 bushels of grain, and over 1,000,000 feet of lumber, received over the present dock, which is private property and in a bad condition;

That in February last, a petition signed by over 500 ratepayers was presented to the Minister of Public Works, and asking him to proceed with the work;

That this deputation, on behalf of the people of the Township of Howard, and the Villages of Ridgetown and Morpeth, would most respectfully request that you would be pleased to apply a reasonable sum of money, together with the amount already deposited, for the prosecution of the work, if only to the extent of a good commercial

dock or pier, it being so much required in that portion of the country, as the proposed work will be fifteen miles from the Rondeau Harbor to the south, and forty miles to Port Stanley Harbor to the east.

We have the honor to be, your obedient servants,

JAS. M. SMITH,

JOHN DUCK,

Hon. Minister of Public Works.

Deputation, Morpeth, Ontario.

No. 580.

OTTAWA, 10th December, 1879.

GENTLEMEN,—I have the honor, by direction of the Minister of Public Works, to acknowledge the receipt of your memorial of the 3rd inst., on the subject of Morpeth Harbor, and I am to say to you that your representation and request will not fail to receive every consideration of the Minister, who will submit them to his colleagues.

I have the honor to be, Gentlemen, your obedient servant,

S. CHAPLEAU, *Secretary.*

Messrs. J. M. SMITH and JOHN DUCK, Morpeth.

No. 1,742.

OTTAWA, 16th December, 1879.

MY DEAR SIR,—I am suddenly called home, but before going I would very much like to have even the roughest tracings of the surveys made by Mr. Wm. Kingsford, of the proposed harbor of refuge at Morpeth, Ont., and the north branch of the River Sydenham. I think they have been ordered by the House of Commons, but I never received them. I want to leave to-morrow night.

Yours very truly,

RUFUS STEPHENSON.

G. F. BAILLAIRGÈ, Deputy Minister of Public Works.

P.S.—I am exceedingly sorry to trouble you with this, but since it is forced on me so suddenly, I am forced in my present position.

You will therefore be so kind as to pardon me for sending this hasty note. I know that you cannot have what I request done without the employment of one or two extra men, but I think the upshot will justify your doing what I have asked.

R. S.

No. 1,993.

OTTAWA, 18th December, 1879.

SIR,—In October, 1878, there was placed to the credit of Public Works Consolidated Fund Expenditure, Morpeth Harbor, \$4,202.27, of which \$2,802.27 was deposited by the Ontario Government, and \$1,400 by local authorities.

The only charges in Morpeth Harbor in 1878-1879 were \$76.15 and \$16.45—equal to \$92.60 (advertising.)

I observe that there is no appropriation in the Supply Bill of 1879-1880 for the work, and I write for the purpose of being informed as to your intention with reference to the deposit. If you have determined not to proceed with the work, it would be desirable to order a refund of the deposit, so as to prevent the necessity of making a special account in the balance sheet.

The amount could not appear as a refund of Public Works Consolidated Fund Expenditure, and is not part of the Revenue of the Dominion.

I have the honor to be, Sir, your obedient servant,

J. L. McDUGALL, *Auditor General.*

G. F. BAILLAIRGÈ, Esq., Deputy Minister Public Works.

Memorandum. No. 1850.

OTTAWA, 10th May, 1880.

The undersigned reports that Parliament, at its last Session, made the following appropriations under the heading "Harbors and Rivers, Ontario," for the fiscal year

ending 30th June, 1881," and recommends that he may be authorized to expend those appropriations in carrying out the works for which they have been made, viz:—

River Trent.....	\$ 2,000
River Otonabee.....	1,350
Cobourg Harbor.....	12,500
Toronto Harbor—To continue improvements.....	12,500
Morpeth Harbor (locality furnishing \$1,000).....	6,000
Rondeau Harbor.....	6,000
Port Albert, Lake Huron, Repairs and Dredging.....	1,500
Big Bay, Lake Huron.....	500
Kincardine Harbor.....	4,000
Owen Sound Harbor.....	6,000
Collingwood Harbor.....	6,000
Collingwood Harbor—Additional amount required	2,000
Little Current, Lake Huron—Deepening of channel.....	10,000
General repairs and improvements, Harbors and Rivers, Ontario.....	6,000
Bridges at Des Joachims Rapids, Ottawa River—Ontario and Quebec, each paying \$4,000	8,000

Respectfully submitted,

HECTOR L. LANGEVIN, *Minister of Public Works.*

No. 1944.

OTTAWA, 19th, May 1880.

SIR,—In reply to your letter of the 18th December, 1879, respecting the sum of \$4,202 27 deposited by the Ontario Government and the local authorities of Morpeth and placed to the credit of the Public Works Consolidated Fund expenditure, in connection with the proposed works of improvement of the Harbor at that place I have the honor to inform you that the said deposit is not to be refunded, as the Department has determined to proceed with those works, an appropriation of \$6,000 having been voted by Parliament in the Supply Bill of 1880-81 for that purpose.

The delay in replying to your letter on this subject was caused by the fact, that this Department could not decide upon the action to be taken with reference to the said deposit, before a vote was obtained from Parliament for the improvement of the Harbor.

I have the honor to be, Sir, your obedient servant,

J. L. McDougall, Esq., Auditor General.

S. CHAPLEAU, *Secretary.*

No. 5261.

MORPETH, 25th May, 1880.

DEAR SIR,—I have been informed by Mr. Stephenson, that you kindly considered the request of Mr. Duck and myself when at Ottawa, relative to the Morpeth Harbor, and had a sum placed in the Estimates to be added to our \$4,000 on deposit with the Receiver-General, for the advancement of the work. Will you kindly inform us when the work will be commenced, and how carried out.

I am most respectfully, &c.,

Hon. H. L. LANGEVIN.

JAS. M. SMITH.

No. 2,067.

OTTAWA, 4th June, 1880.

SIR,—I am directed by the Honorable the Minister to request that you will make personally, the necessary examination in connection with works executed, in progress, proposed to be constructed, or applied for at the following harbors in the Province of Ontario, and report thereon.

Rondeau, Lake Erie.

Morpeth, do

Warton, Georgian Bay, Lake Huron.

Owen Sound, Georgian Bay, Lake Huron.

Meaford, do do

Collingwood, do do

Penetanguishene, do do

Goderich, Lake Huron.

Kincardine, do

I have the honor to be, Sir, your obedient servant,

S. CHAPLEAU, *Secretary*.

H. F. PERLEY, Esq., Engineer Public Works.

No. 2,072.

OTTAWA, 4th June, 1880.

SIR,—I have to acknowledge the receipt of your letter of the 25th ultimo, requesting to be informed of the probable date of commencement of the proposed works for the improvement of Morpeth Harbor, Ontario, and the manner in which it is intended they shall be carried out, and to state that the matter is now under the consideration of the Honorable the Minister.

I have the honor to be, Sir, your obedient servant,

JAS. M. SMITH, Esq., Morpeth, Ont.

S. CHAPLEAU, *Secretary*.

No. 10,380.

OTTAWA, 7th December, 1880.

DEAR SIR,—In order to avoid further Grit importunity, I am induced to ask after the interests of the Morpeth Harbor, as we have heard nothing regarding the work since the late Mr. Lindsay left here.

I am, your obedient servant,

HON. H. L. LANGEVIN, Ottawa.

JAS. M. SMITH.

No. 1,328.

OTTAWA, 27th December, 1880

SIR,—The pier at Morpeth, which is private property, is situated on the north shore of Lake Erie, about ten miles to the eastward from Rondeau. This pier is about 200 feet in length and extends into eight feet of water; it is a pile construction, and very much out of repair.

I find from the records of the Department that, in 1875, applications were received for the construction of a harbor at Morpeth, and that the municipality was willing to furnish an amount towards its construction.

For expenditure during 1878-79 the sum of \$15,000 was voted, and plans and specifications for a new pier 468 feet in length were prepared and submitted for competition. Twenty-three tenders ranging from \$11,759 to \$45,570.50 were received, the Engineer's estimate being \$18,000. I find that no action was taken in the matter and the amount voted lapsed.

At the last Session of Parliament the sum of \$6,000 was voted towards a pier at this place, but as it, together with the amount available from the municipality, is insufficient to construct a wharf that would be of any service to the locality, I have to ask whether a further appropriation will be made, and also if I shall prepare plans for a wharf extending to twelve feet of water to cost, say, \$20,000.

I have the honor to be, Sir, your obedient servant,

HENRY F. PERLEY, *Chief Engineer*.

F. H. ENNIS, Esq., Secretary Public Works.

By Telegram from Morpeth to Honorable Langevin.

No. 11,805.

OTTAWA, 21st February, 1881.

Will six thousand vote for Morpeth Harbor last year be made a revote, or does it stand for 1881?

JAMES M. SMITH.
JOHN DUCK,

Memorandum. No. 12,523.

Morpeth.

The pier at Morpeth is private property, is 280 feet in length, and extends into 8 feet of water; it is a pile construction, and much out of repair.

It is on record that in 1875, that applications were received for the construction of a harbor, and that the municipality would aid in its construction.

For expenditure during 1878-79, the sum of \$15,000 was voted, and plans, &c. for a new pier were submitted for competition. Twenty-three tenders ranging from \$11,759 to \$45,570.50 were received; the Engineers' estimate being \$18,000.

No action was taken in this matter.

At the last Session \$6,000 were voted, which, with some \$4,000 placed by the municipality is now available.

A new pier must be built, the present structure is not worth repairing. Cost of new work \$20,000.

If work is to be proceeded with, it will be well to revote the sum of last Session, \$6,000, and place \$12,000 for new vote 1881-82.

HENRY F. PERLEY, *Chief Engineer.*

No. 30,746.

MORPETH, ONT., 3rd January, 1883.

SIR,—*In re* proposed Morpeth Harbor. On or about the 28th of August, 1878 I deposited on behalf of certain subscribers the sum of \$1,400 to the credit of the Receiver General (see letter of F. Braun, Secretary Public Works Department dated October, 1878, No. 46,573, sub. 32, ref. 7,962), to meet a portion of Government grants made for the construction of said harbor. As no money has as yet been expended in the construction of said works (a number of Government grants having been made) may I take the liberty of asking a reply to the following questions on behalf of some of the subscribers?

Is it at all probable that the work will be proceeded with? And if not, will the money be returned to the subscribers? And with or without interest? And what steps will it be requisite for me to take on behalf of said subscribers to procure a return of the money in question, and interest, if any?

I have the honor to be, Sir, your obedient servant,
Hon. Minister of Public Works.

JOHN DUCK.

Memorandum. No. 3,074.

Morpeth Harbor, Ont.

Re contributions made in 1878 towards cost of proposed works:

Ontario Government, from Municipal Loan Fund.....	\$2,802 27
Inhabitants, Township of Howard, County Kent.....	1,400 00

The records show that above named amounts were placed to credit of Receiver General.

Tenders were received in October, 1878, for the construction of a pier.

On November 16, 1878, Mr. John Duck was informed by this Department that works were postponed, and he was asked to state whether it was desired that the \$1,400 be returned.

Mr. Duck, in reply, sent "resolution" of subscribers to the fund that money be allowed to remain in hands of Government, trusting that works would be proceeded with.

On December 18, 1879, Auditor General asked to be informed respecting the \$4,202.27 to credit of the Receiver-General.

On May 13, 1880, an Order in Council issued, authorizing expenditure of \$6,000 locality furnishing \$4,600.

On May 19, 1880, Auditor-General was informed that money was not to be refunded, as Government had determined to proceed with works.

On January 3, 1833, Mr. Duck wrote, enquiring whether works will be proceeded with, or the \$1,400 returned to subscribers. He referred to matter of interest.

On March 15, 1883, Mr. Henry Smyth, M.P., enclosed letter from Richard Wade, requesting that the \$1,400 and interest thereon be sent to Mr. John Duck.

Memorandum. No. 17,789.

OTTAWA, 11th April, 1883.

The undersigned has the honor to submit :

That in the year 1878, Mr. John Duck, on behalf of the subscribers of the amount deposited to the credit of the Receiver-General, the sum of \$1,400.00, to be expended towards the construction of certain proposed Harbor works at Morpeth, Ontario.

That such sum is still to the credit of the Receiver-General—the contemplated works not having been carried out.

That Mr. Duck and Mr. Richard Wade, of Morpeth, have applied for the return to the former of the deposit so made.

The undersigned recommends that authority be granted to refund the amount in question.

Respectfully submitted,

Minister of Public Works.

No. 33,681.

OTTAWA, 17th April, 1883.

SIR,—The deputation who had the honor of waiting upon you to-day in reference to the Morpeth Harbor in the County of Kent, beg most respectfully to renew the application for a grant to that work, and for such purpose would call your attention to the following facts in connection therewith:—

That in 1875 a survey of such proposed work was made.

That during the Session of 1877 a grant of \$7,500.00 was placed in the Estimates for that year (conditional).

That during the Session of 1878 a second grant of \$7,500.00 was placed in the Estimates for such purpose.

That in the month of August, 1878, a deposit was made of the sum of \$2,600 out of the Municipal Loan Fund due to the Township of Howard by the Ontario Government.

That about the 28th of August, 1878, a further sum of \$1,400 was deposited in the hands of the Government to the credit of such work.

That during the season of 1882, there was shipped, and is now in store, upwards of 85,000 bushels of grain, and over 1,000,000 feet of lumber has been received and passed over an old dock at said harbor, which is private property and in very bad condition.

That in the year 1879, a petition, signed by over 500 ratepayers, was presented to the Hon. the Minister of the Department, and asking them to proceed with the work.

That the deputation, on behalf of the people of the Townships of Howard, Harwich, Orford, and the the towns of Ridgetown and Morpeth, would most respectfully request that you would be pleased to apply the sum of \$6,000, this amount having been granted by the present Government for said work, together with the amount of \$4,000 now deposited by the township of Howard and vicinity for said work, if only at present to the extent of a good commercial dock, it being twelve miles westward to the entrance of the Rondeau Harbor, and to the east a distance of forty-five miles to Port Stanley.

We have the honor to be your most obedient servants,

A. M. WALTON,
ISAAC GARDINER, } *Deputation.*

No. 33,740.

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 17th April, 1883.

On a Memorandum dated 11th April, 1883, from the Minister of Public Works, submitting that in the year 1878, Mr. John Duck, on behalf of the subscribers of the amount, deposited to the credit of the Receiver-General the sum of \$1,400 to be expended towards the construction of certain proposed Harbor works at Morpeth, Ontario, and that such sum is still to the credit of the Receiver-General, the contemplated works not having been carried out.

The Minister represents that Mr. Duck and Mr. Richard Wade, of Morpeth, have applied for the return to the former of the deposit so made, and accordingly he recommends that authority be granted to refund the amount in question.

The Committee advise that the requisite authority be granted.

Hon. Minister of Public Works.

JOHN McGEE.

15th March, 1883.

MY DEAR SIR,—Would you please peruse the enclosed letter and look into the matter spoken of, and if found correct, have an Order passed refunding the money so subscribed.

Kindly return the enclosure to me immediately with a statement as to your conclusion.

Very faithfully yours,

HENRY SMYTH.

Sir HECTOR LANGEVIN, Minister of Public Works.

No. 33,749.

MORPETH, 21st February, 1883.

DEAR SIR,—The people of this vicinity and the Township of Howard, subscribed some five years ago \$5,400 towards the building of docks at this place, and placed the money in the hands of the Government, on the understanding that they would go on with the work. Nothing whatever has been done and not likely to be, and the subscribers want their money back—\$1,400 was raised by individual subscription, the rest by the municipality; it would be doing us a favor by inquiring into the matter, and ask the Government to send the money (with interest) to John Duck, as he was our agent and sent the money to the Minister of Public Works. I hope this will not be thrown on one side and nothing done, as it was when Mr. Stephenson was corresponded with on the matter. There has been communications sent recently but no answer received.

If you would wish or require any further information on the matter let me know and I will send the particulars. I think the people would as soon have the money now as the docks.

Hoping I am not giving you too much trouble.

Yours most respectfully,

HENRY SMYTH, Esq., M.P., Ottawa.

RICHARD WADE.

RETURN

(47)

To an ORDER of the HOUSE OF COMMONS, dated 26th February, 1883 :—For Copies of all Correspondence with the Government or any Member thereof, during the calendar year 1882, referring to the construction of a Railway Bridge over the River St. John at St. John.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
15th March, 1883.

Acting Secretary of State.

SYNOPSIS *re* RAILWAY BRIDGE OVER ST. JOHN RIVER AT ST. JOHN.

- April 19-25, 1882.—From Clerk Privy Council, No. 28,643, Refers petition per Hon. T. R. Jones, asking for subsidy and free entry of Materials.
- May 2-3.—C. Schrieber, Reports on No. 28,643 from the St. John Bridge and Railway Extension Company praying for aid for the construction of a bridge over the St. John River at the Falls.
- May 29.—Thos. R. Jones, *Re* Bridge across the St. John River at St. John, N.B.
- June 3.—Jno. Murray Kay, Plan (not printed).
- June 6.—To Report to Council, For authority to refer to Minister of Finance proposal No. 28,643.
- September 21-8th October.—From Minister of Finance, Copy of Report to Council dated 21st September, 1882.
- September 23-8th October.—Order in Council, 30,835, That Parliament be asked to legislate upon proposal of above Railway Company.
- October 14, 1882—March 8, 1883.—From Minister of Finance, Copy of letter from Robert Robinson dated 14th October, 1882.
- October 18, 1882—March 8, 1883.—From Minister of Finance, Copy of Report to Council dated 18th October, 1882.
- October 19, 1882—March 8, 1883.—From Order in Council amending and Cancelling O.C. No. 30,835 and authorizing to ask Parliament to legislate upon proposal of above Railway Company.

No. 28,643.

OTTAWA, 14th April, 1882.

SIR,—Will you kindly place the memorial enclosed before the Hon. the Privy Council in your official capacity as Secretary of State, so that it may have the attention it deserves, and oblige yours truly.

THOMAS R. JONES,

President St. John Bridge and Railway Extension Company.

Hon. J. A. MOUSSEAU, *Secretary of State.*

*To His Excellency the Right Honorable the Marquis of Lorne, K. T., G. C. M. G., P. C.
Governor-General of Canada, &c., &c., &c.*

The humble petition of the Directors of the Saint John Bridge and Railway Extension Company

SHOWETH :

That the said Company has been duly incorporated under and by virtue of an Act of the Legislature of the Province of New Brunswick, passed in the month of March, 1881;

That by the said Act the Company were authorized to construct a railway from some point on the line of railway of "The Saint John and Maine Railway Company" at or near Fairville, in the Parish of Lancaster, in the County of Saint John, to some point of the Intercolonial Railway, at or near its terminus in the City of Saint John crossing the River Saint John by means of a railway bridge to be erected for that purpose.

And whereas the construction of the said bridge and the line of railway of the Company would be of very great benefit to the passenger and freight traffic of the Intercolonial Railway in the Province of New Brunswick and Nova Scotia.

And whereas the undertaking of this Company would further be of great advantage and assistance to the railway now in operation in the Province of Prince Edward Island;

And whereas the said undertaking would be of great commercial advantage, and provide largely increased facilities for railway traffic throughout all the Maritime Provinces, and would more particularly be of assistance to the large and increasing import and export trade of these Provinces with the United States of America;

Therefore, your petitioners humbly represent that their undertaking is one deserving of the utmost consideration and encouragement from the Government of the Dominion of Canada.

Your petitioners beg leave to submit the following as an approximate estimate of the cost of the bridge and railway extension, as above described :—

Cost of bridge.....	\$250,000
Warrants of construction, etc.....	50,000
Cost of railway extension (east side).....	120,000
Cost of approaches (west side).....	30,000
Land damages.....	120,000
One year's interest on Bonds, say for \$300,000, on bridge, at 5 per cent.....	15,000
Commission for negotiating Bonds.....	32,500
Incidental expenses.....	32,500
Total cost of bridge and railway.....	\$650,000
 The interest on \$650,000, at 5 per cent.....	 \$32,500
To meet this charge, the estimated traffic receipts for the first year after opening are...	\$20,000
Revenue from other sources, say.....	500
	<u>20,500</u>
 Leaving a balance to be provided for.....	 \$12,000

Your petitioners respectfully represent that in consideration of the advantage that will accrue to the Dominion of Canada by the completion of this undertaking as hereinbefore set forth, the Company are justified in asking for an annual subsidy of aid from the Government of the Dominion of Canada, amounting to \$6,000 (six thousand dollars), or a greater sum in order to enable the Company to make good the estimated deficit.

It being understood that this subsidy shall cease and determine whenever, owing to the increase of traffic, the said undertaking shall become and be self-sustaining.

Your petitioners would respectfully suggest one of two alternative courses for the Government to adopt: either to guarantee the bonds of the Company issued for such an amount as will complete the above-mentioned works, or to take and accept from the Company bonds to a like amount and advance the face value of these bonds requiring from the Company a moderate rate of interest on the sum advanced.

As security, for the due fulfilment of their part of any such agreement, the Company would cede to the Government all their right, title and interest in and to the stock, bonuses, subscriptions, net traffic receipts and all available assets, and all the plant and property of the Company, until the undertaking became self-sustaining.

Your petitioners would suggest that the Government should appoint a Civil Engineer or other fit and qualified person, to exercise on behalf of the Government a strict surveillance over the works of the Company while under construction and when completed, with freedom of access at all times to the books of the Company. The Government would be entitled to require at any time from the Company a statement in detail of all receipts and expenditure, and would possess a lien on the net traffic receipts until the liability of the Company to the Government would cease owing to the discharge of the obligations incurred.

Your petitioners do further pray that all the materials required in the construction of the bridge and railway be admitted into the Dominion free of all charges for duties of Customs; and as in duty bound, etc.

THOMAS R. JONES, *President, on behalf of the Company.*

OTTAWA, 14th April, 1882.

GOVERNMENT RAILWAYS IN OPERATION.

OFFICE OF THE CHIEF ENGINEER, OTTAWA, 4th May, 1882.

SIR,—I have the honor to state that a petition from the "St. John Bridge and Railway Extension Company" has been referred to me, praying that aid may be granted by Government for the construction of a railway bridge over the St. John River at the "Falls" near the city of St. John; and I beg to report that in my opinion the interests of the travelling public would be greatly served by the construction of the railways on each side of the St. John River by means of such a bridge as the one proposed, which would so facilitate the traffic between the United States and western New Brunswick on the one side, and the Maritime Provinces and the winter port of Halifax on the other, while the freight traffic of those sections of country would be equally benefitted, and the import and export trade between the Maritime Provinces and the United States greatly promoted.

An examination of the plans, etc., submitted, leads me to believe the following to be a fair estimate of the cost of the work:—

Bridge.....	\$250,000
Railway extension (east side).....	120,000
" " (west side).....	30,000
Land damages	120,000
Incidental expenses.....	32,500
	<hr/>
	\$552,500

Your obedient servant,

COLLINGWOOD SCHRIEBER, *Chief Engineer and Supt. Bridges.*

F. BRAUN, Esq., *Secretary Railways and Canals.*

OTTAWA, Ont., 29th April, 1882.

SIR,—The necessity of a railway bridge across the St. John River at St. John, New Brunswick, with suitable connections to perfect the railway system of the Maritime Provinces, and thereby to afford increased opportunities for the development of business and travelling facilities in the Dominion, has, as you are, no doubt, fully aware, become a question of great urgency.

Several parties interested in the trade and commerce of the Lower Provinces, among them the undersigned, impressed with the necessity of the construction of the works referred to, obtained an Act of Incorporation for the purpose from the Legislature of New Brunswick, during the Session of 1881.

Since that Act was obtained, the Company which we represent has been fully organized thereunder, having for its Directors the persons named in the said Act.

The Company has had surveys, estimates and plans made by competent parties with the object of determining the most suitable form of bridge; the best location for the connections, and the probable cost of the whole works.

The estimated cost based upon the data obtained in this way, now in possession of the Company, including land damages, is placed at \$650,000—say six hundred and fifty thousand dollars currency.

With the view of providing this sum, we now beg to make the following statement and proposals, to which we beg the Government's promptest and best consideration:—

(I.) In view of the desirability, from all considerations, of providing money for the proposed works on the most economical terms, so that the annual sum to be provided for interest upon construction and maintenance, should be raised from the Company's resources without imposing excessive rates on traffic, we would ask the Government to advance the amount required, in such sums as may be needed from time to time, during the progress and on completion of the works.

This amount to be repayable at any time, at the Company's option, within fifteen years, and to be secured by a mortgage to the Government, of all the property of the Company.

(II.) The proposition, if acceded to, we estimate would involve an annual sum for interest on the proposed loan at say four per cent. of.....\$26,000 00

And for maintenance, say..... 5,000 00

In all.....\$31,000 00

It is proposed to meet this annual charge of \$31,000 as follows:—

1st. By reasonable tolls on traffic passing over the bridge and connections.

2nd. From a bonus of \$9,000 derived from the Provincial Government of New Brunswick. This sum, with interest thereon, can be absorbed for revenue purposes during a period of say ten years; and

3rd. From a further sum of say \$5,000, which we are in the position to state that the St. John and Maine Railway Company would contribute yearly, beyond its share of ordinary tolls, in view of the benefit expected to be derived by it from the improved facilities for doing business which the bridge and connections would afford. This contribution to continue until the bridge became self-sustaining.

These revenues, less ordinary charges for maintenance, we would arrange to be secured to the Government of Canada, in such form as would be most agreeable to it, and the amount would be paid periodically to the Treasury or otherwise as might be necessary, at such periods as might be desired.

In the interest of all concerned a rate of toll could be fixed, which would enable the Company to promptly meet the annual demands upon it, for interest and other charges, and it would, of course, be understood and arranged that the works would be begun and completed, and subject to such professional or other inspection as the Government might deem requisite.

We confidently place these statements and proposals before you, believing them to be reasonable and sound, and that an early construction of these connections is

most desirable; and we trust we may receive and early an favorable reply from the Government.

We have the honor to be, your most obedient servants,

THOMAS. R. JONES, *President.*

ROBERT ROBINSON,
JOHN A. PARKS,
JAS. MURRAY KAY,
FRED E. BARKER, } *Directors.*

St. John Bridge and Railway Extension Company.

HON. SIR CHARLES TUPPER, Minister Railways and Canals.

Memorandum.

OTTAWA, 6th May, 1882.

The undersigned has the honor to represent that a petition has been received from the St. John Bridge and Railway Extension Company, setting forth that they have been incorporated by an Act of the Legislature of the Province of New Brunswick, with authority to construct a railway from some point on the line of railway of the St. John and Maine Railway Company, at or near Fairville, in the County of St. John, to some point of the Intercolonial Railway at or near its terminus in the City of St. John, crossing the River St. John by means of a railway bridge to be erected for that purpose. The estimated cost of the whole work, including land damages, is placed by the Company at \$650,000.

That, in order to the provision of this sum, the Company propose that the Federal Government should advance the amount required in such sums as may be needed from time to time during the progress and on the completion of the works.

The amount to be repayable at any time at the Company's option within fifteen years, and to be secured by a mortgage to the Government of all the property of the Company. They further propose to pay interest at the rate of 4 per cent. upon the amount loaned, such interest, together with the cost of maintenance to be defrayed from sources as follows:

The tolls derivable from the passage of traffic and a bonus of \$9,000 derived from the Provincial Government of New Brunswick, together with a further sum of \$5,000 to be contributed over and above its ordinary tolls by the St. John and Maine Railway Company, all the said revenues, less ordinary charges of maintenance which they place at \$5,000 a year, to be secured to the Government, and the works themselves to be constructed under and to be subject to Government inspection.

That the scheme itself and the arguments adduced in its support having been submitted to the Chief Engineer of Government Railways in operation, he has reported under date the 14th instant, to the effect that in his opinion the interest of the travelling public would be greatly served by the connection of the railways on each side of the St. John River by means of a bridge such as the one proposed; that such a bridge would facilitate the traffic between the United States and western New Brunswick on the one side and the Maritime Provinces and the winter port of Halifax on the other, while the freight traffic of those sections of country would be equally benefitted, and the import and export trade between the Maritime Provinces and the United States greatly promoted. The cost of the work, including the construction of the bridge itself, the railway extension on the east and west sides of the river, and land damages, he estimates at \$552,500.

The undersigned concurring in the views of the Chief Engineer as to the commercial value to the Maritime Provinces of the proposed work, and being, therefore, desirous of affording such aid to the undertaking as may be found practicable recommend, that the matter be referred to the Hon. the Minister of Finance with a view of ascertaining how far and in what way the proposal of the Company may be met by the Federal Government.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

FINANCE DEPARTMENT, OTTAWA, 21st September, 1882.

The undersigned has had referred to him a report from the Hon. the Minister of Railways and Canals, with respect to the application of the Saint John Bridge and Railway Extension Company for an advance to construct a railway from some point on the line of railway of the Saint John and Maine Railway Company, at or near Fairville in the County of Saint John, to some point on the Intercolonial Railway at or near its terminus in the city of Saint John, and crossing the River Saint John by means of a railway bridge. That the report sets out that the application was referred to the Chief Engineer of Government Railways, who reports favorably thereon, and in consequence the reference was made to the undersigned with a view to ascertain how far and in what way the proposal of the Company can be met by the Dominion Government.

The undersigned finds that by the Act of the Local Legislature incorporating the Company, it is provided that the work should commence within a period of one year after the assent had been given to the Act.

That the estimated cost of the whole work as stated by the Company is \$650,000, and by the Chief Engineer of Government Railways, \$552,000.

That the Company asks that the amount required, repayable in fifteen years, be advanced by the Dominion Government as the work proceeds at a rate of interest of 4 per cent. per annum, and that to provide for the payment of the interest and the maintenance of the line, in addition to its revenue from traffic, the Company are to receive a bonus from the Local Government of \$9,000, and the sum of \$5,000 per annum from the Saint John and Maine Railway over and above the ordinary tolls payable by them.

That, after careful consideration of the application and statement submitted, the undersigned recommends that Parliament be asked in the next Session to legislate in the following direction in aid of the Company.

1st. That the Dominion Government be authorized to advance to the Company as the work proceeds, such sums of money as will not exceed 80 per cent. of the expenditure as made, such advances to be made on the certificate of the Chief Engineer of Government Railways, and the total of such advance not to exceed in all \$500,000.

2nd. That the Company have the right of repaying the advances within a period of fifteen years of the date from which the first advance was made.

3rd. That, should it be found advisable for the Government to obtain possession of the railway, the same may be acquired within fifteen years from the date on which the first allowance was made, on payment of total expended and a sum not greater than 10 per cent. of the total amount expended, deducting the advances made by the Government.

4th. That, in case of the non-completion of the work of the Company, the Dominion Government to have power to enter and take possession of, and carry the work to completion without making further advances, but repaying to the Company any sums other than such advances which they may have expended.

5th. The said advances and interest thereon shall be a first charge and lien on all the property, real and personal, of the Company, and on all their rights, franchises, easements, and privileges, and in case the Company shall make default on payment of the interest on the said advances for the space of one year after the same becomes due, or in case they fail to repay to the Dominion Government the said advances within fifteen years from the date of the advance of the sum, then, and in either case, all their property, real and personal, and all their rights, franchises, easements, and privileges, shall be and become, by the act of default, and without any proceedings for condemnation, foreclosure or possession, forfeited to the Crown, and Her Majesty, by Her officers or agents, may thereupon enter and take possession of the same, and the same shall thenceforth be the property, rights, franchises, easements and privileges of Her Majesty, as represented by the Dominion Government.

Respectfully submitted,

S. L. TILLEY, *Minister of Finance.*

No. 3,835.

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 23rd of September, 1882.

On a Report, dated 21st September, 1882, from the Minister of Finance, stating that he has had referred to him a Memorandum from the Minister of Railways and Canals with respect to the application of the Saint John Bridge and Railway Extension Company, for an advance to construct a railway from some point on the line of railway of the Saint John and Maine Railway Company at or near Fairville in the County of Saint John to some point on the Intercolonial Railway at or near its terminus in the City of Saint John, and crossing the River Saint John by means of a railway bridge.

The Minister states that the Memorandum sets out that the application was referred to the Chief Engineer of Government Railways, who reported favorably thereon, and in consequence the reference was made to the Minister of Finance, with a view to ascertain how far, and in what way, the proposal of the Company can be met by the Dominion Government.

The Minister finds that, by the Act of the Local Legislature incorporating the Company, it is provided that work should commence within a period of one year after assent had been given to the Act. That the estimated cost of the whole work as stated by the Company is \$650,000, and by the Chief Engineer of Government Railways, \$552,000.

That the Company asks that the amount required, repayable in fifteen years, be advanced by the Dominion Government as the work proceeds, at a rate of interest of 4 per cent. per annum, and that to provide for the payment of the interest and the maintenance of the line, in addition to its revenues from traffic the Company are to receive a bonus of \$9,000 from the Local Government and the sum of \$5,000 per annum from the Saint John and Maine Railway over and above the ordinary tolls payable by them.

The Minister, after careful consideration of the application and the statement submitted, recommends that Parliament be asked in the next Session to legislate in the following direction in aid of the Company:

1. That the Dominion Government be authorized to advance to the Company as the work proceeds such sums of money as will not exceed 80 per cent. of the expenditure as made, such advances to be made on the certificate of the Chief Engineer of Government Railways, and the total of such advances not to exceed in all \$500,000.

2. That the Company have the right of repaying the advance within a period of fifteen years of the date from which the first advance was made.

3. That should it be found advisable for the Government to obtain the possession of the railway, the same may be acquired within fifteen years from the date on which the first allowance was made on payment of total expended and a sum not greater than 10 per cent. of the total amount expended, deducting the advances made by the Government.

4. That in case of the non-completion of the work of the Company the Dominion Government to have power to enter and take possession of, and carry the work to completion without making further advances, but repaying to the Company any sums other than such advances which they may have expended.

5. The said advances and interest thereon shall be a first charge and lien on all the property real and personal of the Company, and on all their rights, franchises, easements and privileges, and in case the Company shall make default in payment of the interest on said advances for the space of one year after the same becomes due, or in case they fail to repay to the Dominion Government the said advances within fifteen years from the date of the advance, of the first sum, then, and in either case all their property real and personal, and all their rights, franchise, easements and privileges, shall be and become by the act of default and without any proceedings for condemnation, foreclosure or possession, forfeited to the Crown, and Her

Majesty by Her officers and agents may thereupon enter and take possession of the same, and the same shall thenceforth be the property, rights, franchises, easements and privileges of Her Majesty as represented by the Dominion Government.

The Committee submit the foregoing recommendation for Your Excellency's approval.

JOHN J. McGEE.

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council on the 19th October, 1882.

On a Report, dated 18th October, 1882, from the Minister of Finance, stating that he has had under consideration a letter dated 16th October inst., from Mr. Robert Robinson, a Director of the Saint John Bridge and Railway Extension Company asking that amendments be made in the terms of the Order in Council of the 23rd September last, which recommended that Parliament at the next Session be asked to legislate in aid of the Company in the direction therein mentioned.

The Minister reports that he is of opinion that it is proper that the subsidy from the New Brunswick Government, and the annuity from the Saint John and Maine Railway Company be left to the Company to dispose of as they shall see fit, and that the Government shall have no charge or lien thereon, except as the same may be expended in the works of the Company.

The Minister is also of the opinion, that the time within which the Government may purchase the Company's works and undertaking, may properly be reduced from fifteen to five years from the date on which the first advance is made.

The Minister is further of opinion, that certain other amendments should be made in the said Order in Council, and he therefore recommends that the said Order in Council be cancelled, and that Parliament be asked at the next Session to legislate in the following direction in aid of the Company:

1. The Governor in Council to be authorized to advance to the Company as the work proceeds, such sums of money as will not exceed eighty per centum of the expenditure as made, the advances to be made on the certificate of the Chief Engineer of Government Railways in operation, and the whole of the advances not to exceed in all the sum of \$500,000.

2. The Company to have the right of repaying the advances and interest at any time within fifteen years from the date on which the first advance is made.

3. The Government may, if it should be found advisable, take possession of the bridge, railway and appurtenances at any time within five years from the date on which the first advance is made, on payment of the difference between the amount then due to the Government for advances and interest, and the sum of the total amount expended by the Company and ten per centum on the total amount so expended.

4. In case the Company fail to complete the work within the time specified by their charter by the 25th March, 1885, the Government to have power to enter and take possession of the Company's works and undertaking and complete the same without making further advances, but paying to the Company the difference between the amount then advanced and eighty per centum of the cost at the date of entry as certified to by the Chief Engineer of Government Railways in operation.

5. The said advances and interest thereon to be a first charge and lien on, and to be secured by a mortgage on all the property real and personal of the Company and on all their rights, franchise, easements and privileges, and in case the Company should make default in payment of the interest on the said advances for the space of one year after the same becomes due, or in case they fail to repay to the Dominion Government the said advances within fifteen years from the date of the advance of the first sum, then and in either case all their property real and personal and all their rights, franchises, easements and privileges shall be and become by the act of default and without any proceedings for condemnation, foreclosure, or possession

sion, forfeited to the Crown, and Her Majesty, by Her officers or agents, may thereupon enter and take possession of the same and the same shall thenceforth be the property, rights, franchises, easements and privileges of Her Majesty as represented by the Dominion Government.

6. Interest to be computed at the rate of four per centum per annum, and to be payable annually on or before the thirteenth day of June in each year.

The Committee submit the above recommendation for Your Excellency's approval.

JOHN J. MCGEE.

OTTAWA, 14th October, 1882.

SIR,—I have the honor on behalf of the Saint John Bridge and Railway Extension Company, to call attention to the Order in Council passed on the recommendation of the Minister of Finance on the 23rd September last, recommending legislation in aid of the Company.

By the third paragraph of the recommendation it is provided:—

"That should it be found advisable for the Government to obtain possession of the railway the same may be acquired within fifteen years from the date on which the first allowance was made, on payment of total expenditure and a sum not greater than 10 per cent. of the total amount expended, deducting the advance made by the Government."

This was not the intention of the Company, and has probably arisen from a mistake in copying the papers.

It was the Company's proposition that the Government should have the right of acquiring the property on payment of the amount mentioned in that paragraph within one year from the completion of the work.

The Government can readily see how unfair it would be to the Company, after they had worked for years in developing the traffic and making the property a paying one, for them to step in and take possession for the same price as they could have done at the outset.

I therefore hope that the Order may be amended in this respect, so as to meet the views now presented on behalf of the Company, and I beg to submit the following paragraph as a proper one to be substituted for the third paragraph of the Order:—

"3. That should it be found advisable for the Government to obtain possession of the Company's works, property and franchises, the same may be acquired at any time not later than one year after completion on payment of the difference between the advances made by the Government and the sum of the total amount expended and ten per cent. thereon."

The Company expect an annuity from the St. John and Maine Railway, to be paid so long as the work is not self-sustaining, which the Company, in its original proposition to the Minister of Railways and Canals, proposed should be paid to the Dominion Government.

This proposition was, however, made in view of the application that the Government advance the cost of the undertaking.

As it has appeared proper to the Government that only eighty per cent. of the cost should be advanced, the total advance not to exceed \$500,000, and this to be secured on all the property, franchises, rights and easements of the Company, they humbly submit that this subsidy should be exempt from the first charge and lien which it is proposed the Government shall have.

They, therefore, humbly request that the Order may be further amended by adding the following paragraph:—

"6. The first charge and lien given by the last preceding paragraph shall not be construed to extend or affect any subsidy or annual or other payment in the nature of a bonus, granted or made to the Company by the St. John and Maine Railway

Company, or agreed so to be and not actually received and expended in the Company's works.

I have the honor to be, Sir, your obedient servant,
ROBERT ROBINSON.

Director of the St. John Bridge and Railway Extension Co

Hon. Secretary of State.

FINANCE DEPARTMENT, OTTAWA, 18th October, 1882.

The undersigned has the honor to report to Council that he has had under consideration the letter of the Saint John Bridge and Railway Extension Company of the 16th inst., referred to him by Your Excellency in Council, asking amendments to be made in the terms of the Order in Council of the 23rd day of September last, which recommended that Parliament at its next Session be asked to legislate in aid of the Company, in the direction therein mentioned.

The undersigned is of opinion that it is proper that the subsidy from the New Brunswick Government, and the annuity from the St. John and Maine Railway Company, be left to the Company to dispose of as they shall see fit, and that the Government shall have no charge or lien thereon except as the same may be expended in the works of the Company.

The undersigned is also of opinion that the time within which the Government may purchase the Company's works and undertaking, may properly be reduced from fifteen to five years from the date on which the first advance is made.

The undersigned is further of opinion that certain other amendments should be made in the said Order in Council, and he therefore recommends that the said Order in Council be cancelled, and that Parliament be asked at its next Session to legislate in the following direction in aid of the Company:—

1. The Governor in Council to be authorized to advance to the Company as the work proceeds such sums of money as will not exceed eighty per centum of the expenditure as made, the advances to be made on the certificate of the Chief Engineer of Government Railways in operation, and the whole of the advances not to exceed in all the sum of \$500,000.

2. The Company to have the right of repaying the advances and interest at any time within fifteen years from the date on which the first advance is made.

3. The Government may, if it should be found advisable, take possession of the bridge, railway and appurtenances, at any time within five years from the date on which the first advance is made, on payment of the difference between the amount then due to the Government for advances and interest, and the sum of the total amount expended by the Company and ten per centum on the total amount expended.

4. In case the Company fail to complete the work within the time specified by their charter by the 25th March, 1885, the Government to have power to enter and take possession of the Company's works and undertaking and complete the same without making further advances, but paying to the Company the difference between the amount then advanced and eighty per centum of the cost at the date of entry as certified to by the Chief Engineer of Government Railways in operation.

5. The said advances and interest thereon to be a first charge and lien on, and to be secured by a mortgage on all the property real and personal of the Company, and on all their rights, franchises, easements and privileges, and in case the Company should make default in payment of the interest on the said advances for the space of one year after the same become due, or in case they fail to repay to the Dominion Government the said advances within fifteen years from the date of the advance of the first sum, then and in either case all their rights, franchises, easements, and privileges shall be and become by the act of default and without any proceedings for condemnation, foreclosure, or possession, forfeited to the Crown, and Her Majesty's Her officers or agents may thereupon enter and take possession of the same, and the

same shall thenceforth be the property, rights, franchises, easements and privileges of Her Majesty as represented by the Dominion Government.

6. Interest to be computed at the rate of four per centum per annum, and to be payable annually on or before the thirteenth day of June in each year.

Respectfully submitted,

S. L. TILLEY, *Minister of Finance.*

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy of His Excellency the Governor General in Council, on the 19th October, 1882.

On a Report, dated 19th October, 1882, from the Minister of Finance, stating that he has had under consideration, a letter dated 14th October inst., from Mr. Robert Robinson, a Director of the Saint John Bridge and Railway Extension Company, asking that amendments be made in the terms of the Order in Council of the 23rd September last, which recommended that Parliament at the next Session be asked to legislate in aid of the Company in the direction therein mentioned.

The Minister reports that he is of opinion that it is proper that the subsidy from the New Brunswick Government, and the annuity from the Saint John and Maine Railway Company be left to the Company to dispose of as they shall see fit, and that the Government shall have no charge or lien thereon, except as the same may be expended in the work of the Company.

The Minister is also of opinion that the time within which the Government may purchase the Company's works and undertaking may properly be reduced from fifteen to five years from the date on which the first advance is made.

The Minister is further of opinion that certain other amendments should be made in the said Order in Council, and he therefore recommends that the said Order in Council be cancelled, and that Parliament be asked at the next Session to legislate in the following direction in aid of the Company :

1. The Governor in Council to be authorized to advance to the Company as the work proceeds, such sums of money as will not exceed eighty per centum of the expenditure as made ; the advances to be made on the certificate of the Chief Engineer of the Government Railways in operation, and the whole of the advances not to exceed in all the sum of five hundred thousand dollars.

2. The Company to have the right of repaying the advances and interest at any time within fifteen years from the date on which the first advance is made.

3. The Government may, if it should be found advisable, take possession of the bridge, railway and appurtenances at any time within five years from the date on which the first advance is made, on payment of the difference between the amount then due to the Government for advances and interest, and the sum of the total amount expended by the Company and ten per centum on the total amount so expended

4. In case the Company fail to complete the work within the time specified by charter, by the 25th instant, March, 1885, the Government to have power to enter and take possession of the Company's works and undertaking and complete the same without making further advances, but paying to the Company the differences between the amount then advanced, and eighty per centum of the cost at the date of entry, as certified to by the Chief Engineer of Government Railways in operation.

5. The said advances and interest thereon to be a first charge and lien on, and to be secured by a mortgage on all the property real and personal of the Company, and on all their rights, franchises, easements, and privileges ; and in case the Company should make default in payment of the interest on the said advances for the space of one year after the same becomes due, or in case they fail to repay to the Dominion Government the said advances within fifteen years from the date of the advance of the first sum, then and in either case, all the property real and personal, and all their rights, franchises, easements and privileges, shall be and become by the

act of default, and without any proceedings for condemnation, foreclosure, or possession, forfeited to the Crown; and Her Majesty, by Her officers or agents, may thereupon enter and take possession of the same, and the same shall thenceforth to the property, rights, franchises, easements and privileges of Her Majesty, as represented by the Dominion Government.

6. Interest to be computed at the rate of four per centum per annum, and to be payable annually, on or before the thirteenth day of June in each year.

The Committee submit the above recommendation for Your Excellency's approval.

JOHN J. MCGEE.

Hon. Minister Railways and Canals.

TELEGRAM.

(47a).

From Shadroch Holly, Mayor of St. John, N.B., accompanied by a copy of a Memorial to His Excellency the Governor General, in relation to the Resolution, respecting the proposed loan to the St. John Bridge and Railway Company.

ST. JOHN, N.B., 16th May, 1883.

At a special meeting of Portland City Council, held this evening, the following memorial was unanimously adopted and ordered to be forwarded. The document will be mailed to-morrow to the Right Honorable Sir John George Edward Henry Douglas Sutherland Campbell, Marquis of Lorne, and Governor General of Canada, the Honorable Senate of Canada, and the Honorable House of Commons in Parliament assembled.

The memorial of the Mayor and City Council of the City of Portland in the County of St. John, in the Province of New Brunswick, humbly sheweth :—

That your memorialists are informed that a memorial bearing the signatures of the Mayor, and Common Clerk of the City of St. John, has been presented to Your Excellency and Honors, asking that a proposed loan of money to the St. John Bridge and Railway Company, for the purpose of constructing a line of railway connecting the line of the St. John and Maine Railway with that of the Intercolonial Railway, crossing the River St. John by means of a railway bridge at such point at or near the City of St. John, as the Company might select for the purpose, be withheld until certain proposed surveys for a bridge at Navy Island, in the harbor of St. John are completed, thus laying the matter open to indefinite delay ;

That your memorialists are informed and believe that the site for erecting the proposed bridge has been finally selected and decided on by the Company to be at the Falls, just above the present Suspension Bridge, and that surveys, plans and specifications have been prepared therefor, as also for the building of the line of railway from the proposed bridge through the City of Portland to connect with the Intercolonial at its terminus in the City of St. John, and that work has actually commenced and is now progressing thereon ;

That in view of the Legislature of New Brunswick, in the Act incorporating the said St. John Bridge and Railway Company, having expressly provided that the said bridge and connecting line of railway should be open to the use of all railways, upon certain conditions, thus giving the City of St. John uninterrupted railway connection with the West, your memorialists are of opinion that so important an object should not be unnecessarily delayed. Your memorialists respectfully beg leave to call the attention of Your Excellency and Honors to the fact that while the St. John Bridge and Railway Company are a duly incorporated body, ready to proceed with the work of building the bridge at the Falls and making the connection with the Intercolonial Railway at its terminus in St. John as already stated by your memorialists no Company exists, nor has any body of persons applied for incorporation as a Company, for the purpose of building a bridge at Navy Island ;

That your memorialists are of opinion that a bridge at Navy Island would not be so valuable to the interests of the City of Portland, as a bridge constructed at the Falls by the St. John Bridge and Railway Company, as already set forth by your memorialists ;

That your memorialists are also of opinion that a bridge at Navy Island is not only impracticable in itself, but would seriously obstruct the navigation of the harbor; and, in this opinion, they are fully borne out by a memorial of the City of St. John, dated the 5th day of May, 1874, under the seal of, and bearing the signatures of the Mayor and Common Clerk of the said City, and presented to your honorable predecessors, as reference thereto will more fully appear a copy, of which is hereunto annexed, and that the objections so ably and forcibly set forth in said memorial against the bridge being built at Navy Island still exist,

Your memorialists, in view of the great importance and necessity of the speedy completion of the undertaking, therefore pray that Your Excellency and Honors will grant the proposed loan to the said St. John Bridge and Railway Company, and your memorialists, as in duty bound, will ever pray.

SHADROCH HOLLY, *Mayor.*

JOHN F. GODARD, *City Clerk.*

Hon. Sir L. TILLEY, K.C.M.G., Minister of Finance.

At a meeting of the Common Council of the City of St. John, held at the Council Chamber, on Wednesday, the second day of May, A. D. 1883, on motion of Alderman Glasgow, the following preamble and resolutions were unanimously adopted:—

"Whereas, the City Corporation, under Act 31 Vict., ch. 39, issued \$40,000 debentures, called 'Carleton Branch Railway Debentures,' to enable the city to take stock, as provided in the above recited Act, to the amount of \$40,000, in the Carleton Branch Railway Company;

"And whereas, the city did purchase and now holds a stock certificate for the amount above named in the above Company, upon which amount no dividends have as yet been received to meet the interest paid yearly falling due on the debentures issued by the city to purchase the stock, compelling an annual assessment and an amount to be paid equivalent to \$2,400 each year out of the funds of that part of the city lying upon the west side of the harbor;

"And whereas, the Branch Line was constructed with a view of giving deep water and wharf facilities for the Western Extension Railway, now the St. John and Maine; also, with a hope that the railway connection, when made, would be by a bridge at Navy Island, allowing that connection to be made at a grade of the wharves on both sides of the harbor, giving ample facilities for all trade that might be directed to the Port of St. John;

"And whereas, the city now learns with deep concern of the action of the Dominion Government in appropriating moneys in aid of the Bridge and Railway Company, to construct a bridge at the Falls, connecting the St. John and Maine Railway directly with the Intercolonial Railway, effectually abandoning the branch line leading into the western portion of the city, making it impossible that the city can ever expect any returns from the Branch, and a certainty that the interest on the railway debentures will have to be assumed on the western portion of the city for all time, and not even the smallest indirect benefit expected, as the operation of the branch in our opinion will be practically abandoned, and eventually pass out of the city control;

"Therefore resolved, That this city do now ask that appropriation intimated by the Finance Minister as having been a Minute of Council, and likely to be before the Dominion Parliament at an early day, be allowed to stand over until full and ample surveys shall have been made at all points of crossing, especially at Navy Island, in the Harbor of St. John, that while giving uninterrupted connection to the railway lines will also save the local interest of the city.

"And further resolved, That a Committee of three members for each side of the Harbor be appointed with power to employ an engineer for the purpose of making examination and preliminary survey of the harbor and points of crossing; the expense of which will be paid from the Western Land Fund."

"Under the above resolution a Committee was appointed, consisting of Aldermen Glasgow, Colwell and Smith for the West side; Aldermen Butt, Grant and Jordon for the East side."

"The above is an extract from the Minister of Common Council, furnished for the information of the Government of Canada, under the Common Seal.

By order of the Common Council,

[L.S.]

B. LISTER PETERS, *Common Clerk of the City of St. John, N.B.*

To His Excellency the Right Honorable Sir John Douglas Sutherland Campbell, Marquis of Lorne, P.C., K.T., G.C.M.G., &c., &c., Governor General of Canada, and the Honorable the Queen's Privy Council for Canada.

The respectful memorial of the Mayor, Aldermen, and Commonalty of the City of St. John in the Province of New Brunswick,—

MOST HUMBLY SHOWETH:—

That your memorialists have been informed that the Government of Canada have it in contemplation to propose to Parliament that it is expedient to authorize the Governor in Council to advance to St. John Bridge and Railway Extension Company a loan not exceeding half a million of dollars in furtherance of the works of the Company, which at the present time include the building of bridge across the River St. John at the Falls above the Harbor and the City of St. John, in the County of St. John.

That before aiding in the construction of a railway bridge across the River St. John at the point indicated near the Falls, your memorialists respectfully ask the earnest consideration of Your Excellency and Honors to the whole question, as it relates to the projected branch railway and bridge construction across the River St. John; and to the history, so far as the same concerns the City of John, of the railway extension from St. John westward, with which it is proposed to connect the new branch line and bridge.

In the year 1864 an Act of the Legislature of New Brunswick was passed to incorporate the European and North American Railway Company for extension from St. John westward for the construction and the completion of a railroad from the City of St. John to the boundary of the United States.

In the year 1866, at the instance of the last mentioned Company, and in consideration of the great commercial and general advantages that would accrue to the City of St. John from having a terminus of Western Extension Railway at this city, your memorialists took stock in such Company to the sum of \$60,000 under the expressed intention and assurance of the Company that they would carry the line of such railway into Carleton, in that part of the City of St. John, on the western side of the harbor, as is shown by the seventh section of the Act of the Legislature of New Brunswick passed in the year 1866, to authorize your memorialists to take such stock.

Your memorialists acting in good faith, and believing that the proposed line into the city would be constructed, did make a loan by the issue of debentures, and pay to the Western Extension Railway Company the said sum of \$60,000, upon which sum the citizens of St. John on the eastern side of the harbor are now annually assessed for interest and sinking fund. That Company did not, however, build the line into Carleton as contemplated by the Act, but stopped their works at Fairville, in the Parish of Lancaster, in the County of Saint John.

The Western Extension Railway Company not having carried their line of railway into Carleton, in the City of St. John, the Legislature of New Brunswick, in the year 1870, passed an Act to incorporate the "Carleton, City of St. John Branch Railway Company," for the construction of that branch line, and your memorialists, the Common Council of Saint John, were authorized to take stock in such last mentioned Railway Company to \$40,000, and did negotiate a loan for that purpose, and did pay that sum to the Carleton Branch Railway Company, the annual interest and sinking fund for which are charged upon that part of the City of Saint John on the western side of the Harbor. The Carleton Branch Company did thereupon construct

the line from Fairville into the City of St. John, and the Western Extension Railway Company did connect therewith.

Thus it will be seen that the City of St. John, on the assurance of having a terminus of the Western Extension Railway Company in the City of St. John, assumed a debt of \$60,000 on the east side of the city, and a debt of \$40,000 on the west side—in all, \$100,000, upon the good faith of the Western Extension Company, that in connection with the Carleton Branch they would operate this road into and through the city.

In 1878, the Western Extension Company and its rights, powers, privileges and duties were vested in a railway corporation by the name of "The St. John and Maine Railway Company," who have since then hitherto continued the running of the line into the city in connection with the Carleton Branch.

That in the year 1881 the Legislature of New Brunswick incorporated "The St. John Bridge and Railway Company," for the purpose of constructing a line of railway connecting the line of the St. John and Maine Railway with that of the Intercolonial Railway crossing the River St. John by means of a railway bridge at such point at or near the City of St. John, as the Company might select for the purpose.

Your memorialists are desirous that through railway connection between the Intercolonial and the St. John and Maine lines, should be completed, avoiding the inconvenience of ferry transportation through the harbor of St. John, and they believe that this great advantage can be gained without sacrificing any civic interests by the construction of the railway bridge across the River St. John at Navy Island, by which construction the Carleton Branch line would form part of the connection as at present, and the continuous line of railway be secured without breach of the engagements made with your memorialists.

Your memorialists are now informed and believe that the St. John Bridge and Railway Company, some of whom were of the original corporators of the before mentioned "European and North American Railway Company for extension from St. John westward," and are now actively interested in the said "St. John and Maine Railway Company" in defiance of all right and justice to your memorialists, propose to connect with the line of the St. John and Maine Railway at Fairville, and build a branch line to the River St. John near that line, construct the Railway Bridge at the Falls. A branch and bridge so constructed would be a breach of good faith with your memorialists in respect to the large debt incurred by them on the legislative assurance and authority that the terminus would be in the City of St. John, and such a branch and bridge would ruinously affect the interests of the Carleton Branch Railway Company, and their line of road built to be the connecting link between the Western Line at Fairfield and this city, as it would extend the Western line across the river at the Falls and connect with the Intercolonial Railway altogether outside of the City of St. John.

Application having been made to Your Excellency for a loan from the Government of Canada to enable the St. John Bridge and Railway Company to complete the branch line and bridge, your memorialists humbly pray that Your Excellency will not make arrangements for a loan of money for the purpose of the work until proper surveys have been completed, which have been undertaken at the cost of your memorialists; that it may appear to Your Excellency as the fact is, that the construction of the Bridge at Navy Island, in the City of St. John, is practicable and preferable, and so the public rights of your memorialists may be protected and the proposed Bridge built at Navy Island in this city.

And your memorialists will ever pray.

[L.S.]

T. JONES, *Mayor*.

By order of the Common Council.

B. LESTER PETERS, *Common Clerk*.

St. John, N.B., 5th May, A.D., 1883.

To His Excellency the Right Honorable Sir John Douglas Sutherland Campbell (commonly called the Marquis of Lorne) Knight of the Most Ancient and Most Noble Order of the Thistle, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Governor General of Canada and Vice-Admiral of the same.

The memorial of "The Saint John Bridge and Railway Company" SHOWETH:

That your memorialists were incorporated by an Act of the Legislature of New Brunswick made and passed in the year 1881, for the purpose of constructing a railway from the terminus of the Intercolonial Railway at the City of St. John to the line of the St. John and Maine Railway at or near Fairville, and as a part of the work to construct a bridge across the River St. John. The route of such railway to be defined by the third section of the Act of Incorporation to which special reference is made;

That it was the intention of your memorialists to provide the greater part of the money necessary for the construction of the works by the sale of their debentures, and for that purpose they were empowered by Section 31 of their charter to issue bonds to an amount not exceeding in all the sum of \$800,000, which bonds were to be secured by a mortgage on the property and assets of the Company;

That your memorialists, thinking that the mutual interest of the Government of Canada and the Saint John and Maine Railway as owners respectively of the two lines of railway to be connected by the proposed works, would induce them to afford aid to the undertaking, sent two of their Directors to England in the early part of the year 1882 to confer with the Directors of the last mentioned railway on the subject; and at a later date they sent a Committee of their Directors to Ottawa to confer with Your Excellency's Government on the same subject. On the occasion of the latter conference Your Excellency's Ministers, instead of entertaining the proposal made by your memorialists, submitted a counter proposal, the terms of which, as finally agreed upon, are contained in a Minute of Council, dated October 19th, 1882, and already submitted to Parliament;

That your memorialists acting entirely on the faith that the legislation mentioned in the Minute of Council would be obtained at the present Session of Parliament, and that no impediment would be allowed to prevent the arrangements contained in the Minute of Council being carried out, proceeded with the completion of their plans and specifications, which in compliance with their charter they have filed with the Provincial Secretary; they have made contracts having for their object the security of the debentures which your memorialists determined to issue in order to provide for the remainder of the money necessary for the completion of the works and they have begun excavations for the road bed. In addition to this and in order that the Company's debentures might be sold as advantageously as possible, and thus reduce the cost of construction to the lowest limit, your Memorialists, feeling that eighty per cent. of the money required was secured by the loan agreed upon, applied to the Legislature of New Brunswick at its Session recently ended, for an amendment to their charter, reducing the maximum sum for which your memorialists can issue debentures from \$800,000 to \$125,000 which amendment was enacted by the Legislature and is now law. Your Excellency will thus see that in consequence of the agreement made as contained in the Minute of Council, your memorialists relying on the necessary legislation being secured at the present Session of Parliament, have not only expended money in the necessary preliminary work, but have also abandoned all other negotiations for raising the money required and they have also deprived themselves by the recent legislation of the power to raise money by an issue of debentures for a greater amount than \$125,000, a sum altogether inadequate for the construction of the work, your memorialists desire to record their expectation that no impediment will be permitted to prevent such legislation being had at the present Session of Parliament as may be requisite to carry out the arrangement entered into and on the faith of which your memorialists have acted;

Your memorialists have learned with much surprise, that at a meeting of the Common Council of St. John, held on the 2nd day of May instant, certain resolutions were passed expressing the desirability of further surveys for the site of a bridge with the view of having it built at Navy Island, instead of the Falls, where your memorialists propose to erect it; and Your Excellency, as your memorialists have also learned with surprise, has recently been memorialized by a Committee of the same Council to withhold any pecuniary aid to your memorialists, until such surveys as this Committee propose to make shall have been completed. And it is contended by such Committee, as Your Memorialists are informed, that the construction of a bridge at the Falls will materially injure that part of the city known as Carleton, lying on the western side of the harbor, by reason of the division of traffic from the Branch Railway into Carleton to the bridge and extension to the Intercolonial, while a bridge at Navy Island would not divert this traffic, and would be equally useful and convenient in all other ways;

Your memorialists desire to inform Your Excellency that in 1864, when the Western Extension Company was incorporated, it was with the well known intention of building a railway bridge at the site now adopted by your memorialists and making their terminus on the eastern side of the Harbor of St. John, or what is known as the City of St. John proper. And in point of fact that Company procured the right of way, and laid their track to within a few feet of the western bank of the river at the proposed bridge site, where it always existed and where it now is. This is also shown by a memorandum of the Executive Council of New Brunswick, approving of the contract made with the Western Extension Company, and under which the Provincial subsidy was paid, for it speaks of that contract being for the construction of a railway from the western bank of the River St. John, and the contract made with the Construction Company for the whole work included the erection of a bridge at the Falls as a part of it. Any line from Fairville into Carleton, if any such were ever proposed as a part of the original scheme, was regarded simply as a *branch* to the *main line* crossing the river at the Falls into the eastern side of the harbor. This distinction is apparent by the use of the words in section seven, of the New Brunswick Acts, 30 Vic. chap. 23 (Acts of 1868, page 92), and 30 Vic., chap. 39 (Acts of 1867, page 68). The intention of the original Western Extension Company to bridge the river at the Falls, and make their terminus on the eastern side of the harbor was well known prior to the passing of the Act 30 Vic. chap. 23; which authorized the City of St. John to take stock to the extent of \$60,000 in the Company, and it was in consequence of that that the assessment to meet the annual interest on that sum was levied *exclusively* on the *eastern* side of the harbor, as by section six of that is provided. Your Excellency will also observe that the City of St. John, in the year 1867, obtained the sanction of the Legislature for a further subscription of stock in the same Company, to the extent of \$50,000 more, or \$110,000 in all. And, although under the last Act, 30 Vic. chap. 39 (Acts of 1867, page 68), the additional \$50,000 was not taken, probably because the bridge was not built as proposed, it is evident that in the original scheme—that is a line of railway from the boundary line of Maine into the eastern side of the harbor crossing the river at the Falls—the *City of St. John was prepared to invest \$110,000*, and that the annual interest on that sum was to be levied *exclusively* on the east side until a *branch* line should run into Carleton, when the interest was to be levied as a tax on both—*ies* in the proportion of one-fifth to Carleton, and four-fifths on the eastern side of the harbor. Since that time the branch into Carleton has been constructed by a separate Corporation, “The Carleton City of St. John Branch Railway Company,” in which the City of St. John took stock to the amount of \$40,000. Your memorialists now propose to complete the work originally designed by the Western Extension Company, and when it is completed, the City of St. John will, with an investment of \$100,000 (*i.e.*, \$60,000 in Western Extension, and \$40,000 in Carleton Branch), have all the railway accommodation for which in 1866 and 1867 they were willing to give \$110,000. Even

assuming, which your memorialists entirely deny, that it was part of the original scheme to build into Carleton in addition to this, Your Excellency will observe that so far as the eastern side of the harbor is concerned, it is only by the construction of the work proposed by your memorialists, that they can obtain an equivalent for the tax levied on the inhabitants to meet the interest of \$60,000 of stock taken in the original scheme. Your memorialists, therefore, respectfully suggest to Your Excellency, that in either point of view the City of St. John has no cause of complaint, and that the construction of the works as proposed by your memorialists is to the benefit of that City and in no way to its detriment.

When your memorialists applied to the Legislature of New Brunswick in 1881 for their Act of Incorporation, they met with no opposition from the City Council, but some residents of Carleton made a strong effort to defeat the application on the ground that the bridge should be built at Navy Island and not at the Falls. The subject was referred to a Committee of the House of Assembly; evidence was taken, plans were submitted, and notwithstanding all that could be then urged by the opponents to the site at the Falls, and who are the same persons now taking action with a similar object, the Committee reported unanimously in favor of your memorialists. The relative advantages of the two sites have frequently been discussed and have frequently been reported on by engineers, and as your memorialists can confidently assure Your Excellency, the invariable opinion of those at all competent to form one on the subject has been in favor of the site long ago selected by the Western Extension Company, and now adopted by your memorialists. The considerations which lead to this opinion are briefly these:—

1. The great difference in cost, the site at Navy Island involving an expenditure estimated by engineers of experience at three times than the other.

2. The bridge at the Falls has one span of a sufficient height to permit all vessels and steamers to pass under without interference; while one at Navy Island must be built with "a draw" or close the navigation altogether. It has two spans of which is nearly or about as long as the one of the Falls, and it could not, without an enormous expenditure of money, be built of a sufficient height not to impede navigation; but if it could, the approach would be so steep a grade that the Intercolonial terminus could not be reached at all except by a long and circuitous route.

3. The "draw" is pronounced by all practical railway men as very objectionable, both on the ground of delay and danger. Especially would this be the case where it is built in a span over an artificially constructed channel (for that is a part of the scheme), through which the water runs at times at a velocity of many miles an hour, and with ever changing currents. Under such circumstances to navigate vessels through a "draw" would be attended with dangers not only to the bridge, but also to the vessels, not easily overcome, and with delays very materially interfering with convenient and expeditious traffic over the bridge.

In connection with this subject your memorialists feel they cannot better place before Your Excellency the dangers and disadvantages of the Navy Island site than by adopting the language of the City Council of St. John used in a petition to Your Excellency's predecessor in May, 1874, against the passage of a Bill then before Parliament to incorporate a company for the erection of a bridge either at Navy Island or at the Falls. They say:—

"That your petitioners are informed that a Bill has been presented to Your Excellency and Honors for enactment providing for the construction of a railway Bridge from Carleton, on the western side of the Harbor of St. John, to the eastern side of the said harbor, across and upon an island called Navy Island.

"The said Navy Island, the property of the City Corporation of St. John, is situate in the Harbor of St. John, within the city limits, and at the entrance of the River St. John, a short distance above Navy Island, are tidal falls and rapids, through which is the only access by water to the River St. John.

"Such falls and rapids are navigable only at certain times of tide during flood and ebb, and the whole present available channel below the Falls at Navy Island is

absolutely required for the purposes of navigation. That the construction of such a bridge across the entrance of the River St. John in that part of the Harbor of St. John near Navy Island would be a most serious impediment to the navigation of the River St. John, as it would be impracticable to build a bridge at that point for railway purposes high enough to permit vessels to pass thereunder. That the average rise and fall of tide in the Harbor of St. John is about 23 feet, and the current at and near Navy Island is very rapid.

"That your Petitioners are informed that there is in the Bill presented to Your Excellency and Honors for enactment a provision that there shall be a draw in the proposed bridge in that part between Navy Island and the Carleton side, known as Buttermilk Channel. At present that is not the channel used for the passage of any other than very small vessels of light draught, and any deepening of that could be only done by most expensive rock cutting, and no proper or sufficient channel would thus be obtained.

"The present channel used for general navigation is between Navy Island and the Portland side, and a bridge that would close that channel would most severely obstruct the navigation and be the cause of incalculable damage to the Port of St. John. So important to the public interests has it always been considered to keep open the navigation of the harbor and river at this point, that when in the year 1847 a Company was organized to build a suspension bridge over the Falls, a short distance above Navy Island, it was provided by the Act of incorporation that the under part of the floor of such bridge should be at all parts at least 70 feet above high water level at spring tides, and that any such part of such bridge that might be found to interfere with the free navigation of the River St. John should be deemed a nuisance. That by the charter of the City of St. John, granted by His late Majesty King George III., and confirmed by an Act of Legislature, the City Corporation of St. John are made the conservators of the water of the river and harbor of the said City, and as such have the duty thrown on them of protecting the free navigation of the port and harbor and river of St. John within the city, and of preventing all obstructions to such free navigation.

"That no intimation has been given to your Petitioners, the Common Council of St. John, of the intention to apply to the Parliament of Canada for an Act for the purpose of building such railway bridge, and no intimation of the provisions of the proposed measure afforded to the Common Council before the same was presented to Parliament.

"Your petitioners believe that before any such measure is pushed on the attention of Your Excellency and Honors so seriously affecting the rights and property of the citizens of St. John, the fullest information should have been given to the representatives of the people in Common Council.

"And your petitioners urge upon Your Excellency and Honors that no Company or persons shall be empowered to proceed with such a work as that contemplated by the proposed measure, until ample explanation and information has been afforded to this municipality, and the consent of the City Corporation obtained, or until they have had full opportunity of considering the measure, which as yet they have not had.

"Your petitioners therefore pray that the said Bill now before Your Excellency and Honors, to authorize the construction of a railway bridge in the Harbor of St. John, at Navy Island, may not become law.

"And your petitioners, as in duty bound, will ever pray.

"In testimony whereof the Mayor, Aldermen and Commonalty of the City of St. John have caused the common seal of the said city to be hereunto affixed, under the hand of the Mayor, the fifth day of May, A.D., 1874.

[L.S.]

A. CHIPMAN SMITH, *Mayor*.

B. LESTER PETERS, *Common Clerk*.

Your memorialists desire to direct the attention of Your Excellency to the fact that the proposal to bridge the river at Navy Island was thus condemned by the City Council in most strong and emphatic language, and for reasons which are as cogent now as they were in 1874; and also to the fact that when the above petition was made, and for some period previous to that, both the \$60,000 had been invested in the Western Extension Railway, and the \$40,000 in the Carleton Branch Railway.

Your memorialists desire to inform Your Excellency that those who hold a majority of the stock in the Carleton Branch Railway are entirely opposed to the construction of a bridge at Navy Island, for the reasons already mentioned, and in favor of your memorialists constructing one, as proposed, at the Falls.

Your memorialists are informed that the resolutions recently passed by the Common Council and forwarded to Your Excellency were introduced before that body at the last moment of a Session when the members were about dispersing, and your memorialists believe that, if the attention of the members had been drawn to the facts, no such resolutions would have been passed.

Your memorialists desire, further, to say that they are ready to proceed with the work on the basis of the arrangement contained in the Minute of Council, and that, notwithstanding the delay in obtaining the necessary legislation, your memorialists have the assurance of competent contractors with whom they have been in communication, that if the necessary legislation be procured this present Session of Parliament, they can have the work completed and ready for use within the time limited in their Charter and agreed upon by the Minute of Council, that is, 25th March, 1885.

Your memorialists, however, desire to call the attention of Your Excellency and Council to the fact that, if they are prevented from proceeding with the work for want of the arrangement being carried out and the necessary legislation being secured at this present Session of Parliament, your memorialists cannot, within the time limited in their Charter and the Minute of Council, complete the work, as another year must pass before any legislation can be had, either to authorize the loan proposed by Your Excellency's Council, or to apply to the Provincial Legislature to restore to them the power to raise the necessary money by the sale of debentures, as they originally had, and which they abandoned for the reasons already mentioned; and by that time but a year, at most, would remain to make all necessary arrangements and complete the work—a period quite too short for the purpose. It must therefore be apparent to Your Excellency that, unless the necessary legislation is sought at this present Session of Parliament, as indicated in the Minute of Council, your petitioners will be compelled to submit to the heavy loss of time and money already expended and abandon the scheme altogether, and thus be deprived of whatever prospective advantages the work may have given to those interested.

Your memorialists desire to record the suggestion that whatever may have been the representations to the City Council or other persons either by the Western Extension Company or others, on the faith of which stock may have been taken or money expended, your memorialists are in no possible way responsible for such assurances not being carried out. Your memorialists here simply ask not for a subsidy or a grant, but for a loan to be repaid with interest, and as a security for that payment they agree to give a first lien on the works—a security not only ample in point of value, but having an especial value as a commercial undertaking.

Your memorialists for the considerations and reasons already suggested, venture to hope that the request of the Common Council for delay made at so late a date, and after all arrangements had been finally agreed upon, will not be complied with, but that Your Excellency will deem it a complete answer to them to say, that even if the information already available as to the relative advantages of the two proposed sites were not thought sufficiently accurate to determine the question, and that under different circumstances the work might be delayed and expense incurred in order again to decide a controversy practically settled years since by engineers, and that too in accordance with the Common Council's own views as expressed in their petition above set forth, no such delay can now be entertained or allowed after a definite arrange-

ment had been made more than six months since with your memorialists, on the faith of which they have acted, and which delay, if permitted, would result most prejudicially to the interests of your memorialists.

Signed at the City of St. John, this twelfth day of May, A.D., 1883, by order of the Directors.

THOMAS R. JONES,
President St. John Bridge and Railway Extension Co.

JOHN H. PARKS, *Vice-President.*

JAS. MURRAY KAY, }
FRED. E. BARKER, } *Directors.*
B. ROBINSON, }
Per F. E. B.

RETURN

(48)

To an ADDRESS of the SENATE, dated 6th March, 1883 ;—For a copy of the Memorial addressed to His Excellency from the Royal Society of Canada, the Canadian Institute of Toronto, and of any documents connected with the Memorials, relative to the representation of Canada in the International Conference to determine a Standard Meridian now contemplated by the Congress of the United States.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
14th March, 1883.

Acting Secretary of State.

[In accordance with the recommendation of the Joint Committee on Printing, the above Return is printed only for distribution.]

RETURN

(49)

To an ORDER of the HOUSE OF COMMONS, dated 23rd February, 1883 ;—For a Return containing names of persons in the employ of the Customs Department in the City of Montreal, as Supernumerary Clerks who have been constantly employed for not less than six months previous to the first day of July, 1882.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
16th March, 1883.

Acting Secretary of State.

[In accordance with the recommendation of the Joint Committee on Printing, the above Return is not printed.]

RETURN

(50)

To an ORDER of the HOUSE OF COMMONS, dated 7th March, 1883 ;—For a copy of Contract for the building of the Drill Shed at Iona, Ontario with Report of Inspection of the same, and of all Correspondence or Reports in regard to the payment of the Contractor, and Statement of all sums paid to him, on account of such contract.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
20th March, 1883.

Acting Secretary of State.

RETURN

(51)

To an ADDRESS of the HOUSE OF COMMONS, dated 16th February, 1883 ;—For Copies of the Order in Council dismissing Mr. Octave C. de Chevrotière from his position as Keeper of a Lighthouse situated in the Parish of Lotbinière, in the County of Lotbinière, and of all Complaints Petitions or Reports in relation to such dismissal.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
3rd March, 1883.

Acting Secretary of State.

[In accordance with the recommendation of the Joint Committee on Printing the above Returns are not printed.]

RETURN

(52)

To an ORDER of the HOUSE OF COMMONS, dated 2nd March, 1883;—For a Return of the Advertisement for construction of the Breakwater at Port Lorne, N.S., and the several Tenders therefor; the party to whom the Contract was awarded, and the amount of such Contract.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,

Acting Secretary of State.

21st March, 1883.

RETURN

(52a)

To an ORDER of the HOUSE OF COMMONS, dated 5th March, 1883;—For Copies of all Papers, Reports of Engineers, Petitions and Correspondence relating to the building of a Breakwater at New Harbor, Guysboro' County, Nova Scotia.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,

Acting Secretary of State.

22nd March, 1863.

[In accordance with the recommendation of the Joint Committee on Printing, the above Returns are not printed.]

RETURN

(52b)

To an ORDER of the HOUSE OF COMMONS, dated 2nd April, 1883 ;—For Copies of all Correspondence relating to the building of a Breakwater on the West side of Liverpool Bay, between any person or persons whomsoever ; also all Petitions, all Surveys and Reports by Government Engineers, with an estimated cost of the same, from 1870 to 1882.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
7th May, 1883.

Acting Secretary of State.

RETURN

(52c)

To an ORDER of the HOUSE OF COMMONS, dated 23rd April, 1883 ;—For Copies of Engineer's Report of Survey made at Brae, Prince County Prince Edward Island, during the last summer, with a view to making Harbor improvements at that place.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
12th May, 1883.

Acting Secretary of State.

[In accordance with the recommendation of the Joint Committee on Printing the above Returns are not printed.]

RETURN

(53)

To an ORDER of the HOUSE OF COMMONS, dated 21st February, 1883;—For Copies of all Correspondence with Mr. J. A. Miller, late Justice of the Court of Queen's Bench, Manitoba, prior to his appointment relating to his becoming Justice of that Court, and subsequently to his appointment, on the subject of the resignation of his office.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
24th March, 1883.

Acting Secretary of State.

RETURN

(54)

To an ORDER of the HOUSE OF COMMONS, dated 15th March, 1883;—For a copy of the Engineer's Report of Survey made at Summerside Harbor, Prince County, Prince Edward Island, during the last Summer, with a view to improving the navigation of said Harbor.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
24th March, 1883.

Acting Secretary of State.

[In accordance with the recommendation of the Joint Committee on Printing,
the above Returns are not printed.]

RETURN

(55)

To an ADDRESS of the HOUSE OF COMMONS, dated 19th March, 1883;
—For Copies of all Correspondence between the Government of Canada and the Government of the United States, or any Board of Trade of Canada, or the United States, upon the question of Reciprocal Trade relations between the two Countries, on the general basis of the Reciprocity Treaty of 1854, since 1878.

By Command,

HECTOR L. LANGEVIN,

Acting Secretary of State.

Department of the Secretary of State,
29th March, 1883.

OTTAWA, 28th March, 1883.

SIR,—I have the honor to return herewith, Address of House of Commons for correspondence between Governments of Canada and United States, or Boards of Trade *in re* Reciprocal Trade relations between the two countries, on the general basis of the Reciprocity Treaty of 1854, since 1878; and in answer thereto I have to say that there is no correspondence from the Finance Department.

I have the honor to be, Sir, your obedient servant,

J. M. COURTNEY, *Deputy Minister of Finance.*

Under-Secretary of State.

OTTAWA, 21st March, 1883.

From Washing-
ton, No. 31,
May 4th, 1880.

From Colonial
Office, No. 59,
Feb. 19th, 1881.

SIR —In compliance with your order of reference on an Address from the House of Commons, dated the 19th instant, herewith returned, I have the honor to transmit copies of the despatches, noted in the margin, upon the question of Reciprocal Trade relations between the United States and Canada, received since 1878.

I have the honor to be, Sir, your most obedient servant,

F. DE WINTON, Lt.-Col. R. A.,

The Secretary of State for Canada, etc.

*Governor General's Secretary.**Sir Edward Thornton to Marquis of Lorne.*

No. 31.

WASHINGTON, 4th May, 1880.

MY LORD,—I have the honor to transmit herewith, for Your Excellency's information, copies of a joint resolution accompanied by a Report submitted to the United States House of Representatives, relating to Reciprocal Trade with the British Provinces.

I have, &c., EDWARD THORNTON.

His Excellency the MARQUIS OF LORNE, K.T., &c., &c., &c.

Earl of Kimberley to Marquis of Lorne.

No. 59.

DOWNING STREET, 19th February, 1881.

MY LORD,—I have the honor to transmit to you, for the information of your Government, a copy of a despatch and its enclosures, received through the Foreign Office, from Her Majesty's Minister at Washington, relative to the question of a Reciprocity Treaty between the United States and Canada.

I have the honor to be, My Lord,

Your Lordship's most obedient humble servant,

KIMBERLEY.

Governor General, the Right Hon. the MARQUIS OF LORNE, K.T., C.M.G.

Sir Edward Thornton to the Earl Granville.

WASHINGTON, 24th January, 1881.

MY LORD,—I have the honor to transmit herewith copies of a petition to Congress, signed by a number of the leading commercial houses of New York, praying that the joint resolution for the appointment of Commissioners, to ascertain and report a basis for a Reciprocity Treaty between the British Provinces and the United States, copies of which were enclosed in my despatch No. 44, of this series, and of the 4th of May last, might be carried into effect.

The petition asserts that the failure to attend to this matter cost the United States the Halifax Award, as well as a large amount of valuable trade, and has otherwise been detrimental to the best interests of the mercantile classes.

It adds that, as the United States abrogated the Treaty of 1854, and has rejected overtures since made by Canada, the first steps towards new negotiations should be taken by the United States.

The petition was submitted to the House of Representatives, by Mr. Morton, a member from New York, and was referred to the Committee on Foreign Affairs.

A similar petition was submitted from the merchants of Boston; but I fear there is but little chance of the question being taken into consideration during the present Session of Congress.

I have, &c.,

EDWARD THORNTON.

The EARL OF GRANVILLE, K.G., &c., &c., &c.

CONGRESSIONAL RECORDS, 21st January, 1881.

(Extract.)

Reciprocity Treaty.

Mr. Morton :—I ask unanimous consent to present the memorial of Messrs. A. A. Lowe Bros., H. B. Claffin & Co., David Dows & Co., and 500 leading mercantile houses of New York, for early action on the resolution reported by the Committee on Foreign Affairs of the House of Representatives, for the appointment of a Commission to ascertain on what basis a mutually beneficial Reciprocity treaty can be formed between the United States and Canada; which I move be referred to the Committee on Foreign Affairs, and printed in the Record.

Mr. Bowman :—I have a similar petition of George E. Richardson & Co., and 1,029 other firms and business men of Boston in favor of joint resolution for the appointment of Commissioners to ascertain and report a basis for a Reciprocity Treaty between the United States, and the British Provinces, which I move be referred to the Committee on Foreign Affairs, and printed in the Record.

The Speaker :—The Chair hears no objection, and the petition will be so referred, and the body of the petition, without the names, will be printed in the Record. The body of the petition is as follows:—

Petition in favor of the "joint resolution for the appointment of Commissioners to ascertain and report a basis for a Reciprocity Treaty between the United States and the British Provinces."

To the Honorable the Senate and House of Representatives of the United States in Congress assembled :

The undersigned respectfully represent as follows:—

The National Board of Trade, as well as the principal Local Boards of Trade in the United States, have for the past five years memorialized Congress and sent delegates to Washington in behalf of resolutions asking that Congress would authorize the appointment of a Commission to ascertain and report to Congress, and thus to the country, whether there could be any basis, and if so, what, on which a mutually satisfactory and advantageous Reciprocal Trade between the United States and the British Provinces could be established.

The House Committee on Foreign Affairs reported April 28th, 1880, a resolution to the above effect, which is now on the Calendar awaiting action by the House.

Notwithstanding the urgent appeals thus made, no vote has, during all these years of effort to secure it, been reached upon the subject-matter of said resolution.

The business interests of the country, in asking simply that Congress will authorize a Commission to investigate and report upon this great question, and, in other words, in asking now only that information be obtained for them and the country, feel that the request is a reasonable one and is entitled to receive early consideration.

A mutual desire for closer trade relations on the part of the merchants and traders in the United States and Canada, has existed ever since the peremptory abrogation by the United States of the Treaty of 1854, as evidenced year after year by resolutions passed by the great commercial bodies of both countries, and it is no exaggeration to say that in all probability the failure of Congress to give this business question due consideration has cost the people of this country \$5,500,000, without any corresponding advantages in return, for fishery privileges, which could have been acquired at any time previous thereto, without cost, through the negotiations of such a Commission as has been asked for, and has also cost to this country a large amount of valuable trade, lost to it through the operations of restrictive tariffs, and has otherwise been detrimental to our best interests.

The undersigned believe it possible to establish a reciprocal trade between Canada and the United States which shall be mutually satisfactory, and equitable and advantageous to both countries, and to adjust satisfactorily any existing causes of irritation by means of the proposed Commission.

The undersigned also believe that, inasmuch as the United States peremptorily abrogated the Treaty of 1854, and rejected overtures since made by Canada for renewal of former trade relations, it is desirable that the first steps towards new negotiations be taken by the United States.

The undersigned therefore respectfully petition that early action may be taken on the said resolution.

RETURN

(56)

To an ORDER of the HOUSE OF COMMONS, dated 20th March, 1883;—For a Return of number of Cadets that have graduated at the Royal Military College since its establishment; the number who have obtained Commissions in the Imperial Service; the number who who have been appointed to the permanent Militia Corps. Also names of any Officers appointed to "A" and "B" Batteries of Artillery since February 6th, 1880, who have not graduated at the Royal Military College, and of those appointed who graduated at the College.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
27th March, 1883.

Acting Secretary of State.

RETURN

(56a)

To an ORDER of the HOUSE OF COMMONS, dated 16th April, 1883;—Return showing the Name, Salary and Duty of each Officer on the Instruction staff of the Royal Military College, with the date of his Appointment. Also, a Return showing the full staff of Officers of "A" and "B" Batteries respectively, with Salary and Date of Appointment.

[In accordance with the recommendation of the Joint Committee on Printing,
the above Returns are not printed.]

RETURN

(57)

To an ORDER of the HOUSE OF COMMONS, dated 2nd March, 1883 ;—For a Return of the Tenders for the re-building of the Lighthouse at Quaco, New Brunswick, and to whom the Contract was awarded, and the amount of such Contract.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
24th March, 1883.

Acting Secretary of State.

RETURN

(58)

To an ORDER of the HOUSE OF COMMONS, dated 13th February, 1883 ;—For a Return of all Correspondence relating to the disasters which have occurred to Canadian Vessels, navigating the Great Lakes, and the Georgian Bay, within the past three years ; together with the Reports of persons appointed to enquire into the causes of these disasters ; the names of the Vessels lost or stranded, and the Ports from which they sailed. Also a Statement of the reported loss of life in each case.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
24th March, 1883.

Acting Secretary of State.

[In accordance with the recommendation of the Joint Committee on Printing,
the above Returns are not printed.]

RETURN

(58a)

To an ORDER of the HOUSE OF COMMONS, dated 9th March, 1882;—For a Statement showing the number of vessels registered in the Province of Quebec; and also, a Statement showing the number of Vessels Sold and Lost, between the 1st January, 1873, and the 1st January, 1882.

By Command,

L. MOUSSEAU,

Department of the Secretary of State,
9th May, 1882.

Secretary of State.

RETURN

(58b)

To an ORDER of the HOUSE OF COMMONS, dated 27th February, 1882;—For a Return showing the number of Vessels with their Tonage, Nationality, and Port of Entry, in which Sugar, Syrup and Molasses, were imported into this Country, during the fiscal year ending 30th June, 1881; the quantity of Sugar above D.S.; and the quantity of a lower grade by each Vessel or Steamship; also, for a like Return, from 1st July, 1881, to 1st January, 1882.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
25th April, 1883.

Acting Secretary of State.

[In accordance with the recommendation of the Joint Committee on Printing,
the above Returns are not printed]

RETURN

(59.)

To an ORDER of the HOUSE OF COMMONS, dated 26th February, 1883;—

1st. For a statement showing the quantities of Distilled and Fermented Liquors, under the different names as given in the Trade Returns, imported into and taken for consumption in Canada from 1868 to 1882, both years included, computed in Imperial gallons, each Province separately, the value of the same and duty paid thereon. 2nd. The quantity of Distilled and Fermented Liquors under the different names given in the Inland Revenue Returns, manufactured in Canada, and taken for consumption therein by Provinces, the value of the same and the duty paid thereon for the same years. 3rd. The amount of materials used in Brewing and Distilling Alcoholic Liquors, in the several Provinces of Canada, during the same years.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,

Acting Secretary of State.

March 24th, 1883.

STATEMENT of Spirits and Malt Liquor manufactured and entered for consumption, and showing the quantity of Grain, and other substances, used in the production thereof, from 1868 to 1882, both years inclusive.

Years.	Provinces.	SPIRITS.						MALT LIQUOR.				
		Grain used.	Molasses	Sugar &c.	Manufactured.	Amount of Duty.	Entered for consumption.	Duty Collected.	Malt used.	Sugar and other substances	Malt Liquor produced.	Duty collected on Malt Liquor.
1	2	3	4	5	6	7	8	9	10	11	12	13
1868	Ontario.....	Lbs.	Gallons.	Lbs.	Imp Galls	\$	Imp. Galls.	\$	Lbs.	Lbs.	Imp. Galls.	\$
	Quebec.....	64,949,733	.....	.....	3,250,400	12,376,685	2,377,816	1,714,091	12,423,449	5,459	3,345,484	59,718
	New Brunswick.....	2,735,778	.....	.....	139,644	102,536	893,642	583,701	9,334,113	374,328	2,601,298	56,442
	Nova Scotia.....	.....	.....	.....	.....	.....	15,395	11,084	408,025	1,000	102,646	119
		67,685,511	.....	.....	3,400,040	2,473,221	3,203,830	2,309,592	22,681,749	380,787	6,194,738	116,297
1869	Ontario.....	62,359,505	.....	.....	3,151,325	2,382,491	1,670,767	1,263,086	11,582,562	9,033	3,336,590	1,063
	Quebec.....	.....	.....	.....	.....	.....	592,591	447,999	8,406,492	Molasses 80	2,436,958	12,107
	New Brunswick.....	.....	.....	.....	.....	.....	63,015	47,679	774,800	55,500	230,275	562
	Nova Scotia.....	.....	1,085	.....	370	279	14,878	11,247	1,151,283	9,836	282,467	.....
		62,359,505	1,085	.....	3,151,695	2,382,680	2,341,251	1,769,971	21,915,137	174,449	6,336,290	13,732
1870	Ontario.....	55,166,950	.....	.....	2,710,634	2,049,277	1,977,635	1,495,031	11,060,011	572	3,289,376	53
	Quebec.....	3,734,607	.....	.....	186,189	140,758	1,063,330	796,317	7,724,298	Bush. corn 31	2,346,380	10,227
	New Brunswick.....	.....	.....	.....	.....	.....	102,764	77,689	446,602	146,750	130,934	.....
	Nova Scotia.....	.....	12,364	.....	6,550	5,254	42,128	31,849	1,232,427	.....	308,761	.....
		58,901,557	12,364	.....	2,903,822	2,195,289	3,175,857	2,400,886	20,463,338	147,352	6,075,451	10,280
1871	Ontario.....	81,028,839	.....	.....	4,131,713	3,123,574	2,196,810	1,660,788	13,745,437	Bush corn 117	4,138,665	81
	Quebec.....	5,759,566	.....	.....	273,912	207,077	1,144,177	861,996	8,036,857	21,537	2,410,408	2,046
	New Brunswick.....	.....	.....	.....	.....	.....	120,225	90,886	429,526	.....	127,017	.....
	Nova Scotia.....	.....	23,609	.....	13,686	10,655	54,530	41,594	1,505,438	.....	371,490	.....
		86,788,405	23,609	.....	4,419,311	3,341,366	3,516,042	2,658,274	23,707,288	21,654	7,047,580	2,127

1872	Ontario.....	73,647,462	.....	3,742,636	2,829,432	2,355,302	1,780,610	15,877,119	meal 1,000 bus. corn 349	4,894,417	195
	Quebec.....	5,653,273	.....	286,132	216,316	1,290,240	975,418	8,309,214	bus. corn 349	2,584,882	17,978
	New Brunswick.	23,823	.....	29,837	22,557	108,262	81,846	564,844	.....	157,042	.....
	Nova Scotia.....	.....	.....	.....	.....	54,488	41,193	1,356,896	.....	328,300	.....
		79,324,558	16,042	2,006,050	3,068,305	3,898,292	2,879,067	26,108,073	285,328 bus. corn 349	7,964,441	18,173
	
1873	Ontario.....	91,452,558	.....	4,622,558	3,494,653	2,248,822	1,700,111	18,892,632	bus. corn 343 Glucose	5,807,840	112
	Quebec.....	.....	.....	.....	.....	1,315,844	993,389	9,491,760	282,375	2,909,637	19,156
	New Brunswick.	.....	.....	.....	282	117,822	89,073	616,951	.....	169,658	.....
	Nova Scotia.....	.....	.....	374	.....	50,355	38,068	1,308,446	.....	329,967	.....
	P. E. Island.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Manitoba.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	British Columbia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		91,452,558	.....	4,622,932	3,494,935	3,732,844	2,820,641	30,309,789	282,373 bus. corn 343	9,217,102	19,248
	
1874	Ontario.....	87,481,182	.....	4,519,226	3,588,618	3,043,728	2,337,740	17,671,066	corn 12,600 meal 350	5,650,368	992
	Quebec.....	.....	3,783	42,921	901	1,323,001	1,014,655	8,277,981	188,201	2,638,097	16,428
	New Brunswick.	.....	.....	.....	.....	119,712	92,416	444,484	.....	122,872	.....
	Nova Scotia.....	4,140	.....	3,488	2,915	59,242	46,539	1,405,494	.....	319,847	.....
	P. E. Island.....	.....	.....	218	164	5,431	4,246	347,405	.....	93,181	.....
	Manitoba.....	53,321	.....	2,409	1,957	3,554	2,895	105,583	.....	30,656	.....
	British Columbia	550	737	1,763	1,443	1,841	1,498	432,990	.....	91,147	.....
		87,639,173	4,520	162,398	3,595,998	4,566,509	3,498,989	28,685,003	194,761 corn 12,600	8,976,268	17,420
	
1875	Ontario.....	90,059,696	.....	4,679,280	4,211,351	2,060,238	1,854,215	19,088,007	corn 2,240	6,272,471	79
	Quebec.....	.....	2,722	1,076	968	1,058,472	952,637	8,682,076	212,664	2,738,583	21,897
	New Brunswick.	.....	.....	.....	.....	110,509	99,457	411,775	.....	110,559	.....
	Nova Scotia.....	.....	.....	.....	.....	54,186	48,767	1,295,021	.....	316,454	.....
	P. E. Island.....	.....	.....	.....	.....	10,817	9,735	255,181	.....	69,738	.....
	Manitoba.....	31,635	.....	1,558	1,402	6,039	5,431	111,330	.....	33,997	.....
	British Columbia	3,060	5,920	1,010	903	3,041	2,737	553,649	.....	111,923	.....
		90,094,381	8,642	14,992	4,214,629	3,303,302	2,972,972	30,377,939	215,004	9,655,535	21,976

STATEMENT of Spirits and Malt Liquor manufactured and entered for consumption, &c.—Continued.

Years.	Provinces.	SPIRITS.						MALT LIQUOR.				
		Grain used.	Molasses	Sugar, &c.	Manufactured.	Amount of Duty.	Entered for consumption	Duty Collected.	Malt used.	Sugar and other substances.	Malt Liquor produced.	Duty collected on Malt Liquor.
1	2	3	4	5	6	7	8	9	10	11	12	13
		Lbs.	Gallons.	Lbs.	Imp. Gall.	\$	Imp. Gall.	\$	Lbs.	Lbs.	Imp. Gall.	\$
1876	Ontario	59,488,509	.....	.....	3,111,119	2,800,007	2,248,871	2,093,990	17,351,040	Meal 2,300	5,872,411	.....
	Quebec .....	.....	.....	.....	.....	.....	1,017,189	915,469	7,797,917	66,260	2,646,388	6,363
	New Brunswick .....	.....	.....	.....	.....	.....	92,628	83,366	408,016	.....	124,425	.....
	Nova Scotia .....	.....	.....	.....	.....	.....	52,240	47,016	1,439,673	.....	408,689	.....
	P. E. Island .....	.....	.....	.....	.....	.....	13,930	287,492	104,068	.....	87,460	.....
	Manitoba .....	.....	.....	.....	.....	.....	13,064	11,758	572,052	.....	41,285	.....
	British Columbia	3,620	.....	.....	227	204	3,203	2,883	.....	.....	140,532	.....
		59,472,129	.....	.....	3,111,346	2,800,211	3,441,125	3,097,018	27,980,256	68,560	9,319,190	6,363
1877	Ontario	68,498,295	.....	.....	3,546,877	3,192,190	1,719,873	1,547,881	16,525,171	.....	5,628,106	.....
	Quebec .....	.....	.....	.....	.....	.....	1,053,846	948,462	8,002,318	.....	2,644,498	.....
	New Brunswick .....	.....	.....	.....	.....	.....	81,536	73,384	415,268	.....	131,035	.....
	Nova Scotia .....	.....	.....	.....	.....	.....	58,594	52,654	1,646,244	.....	464,789	.....
	P. E. Island .....	.....	.....	.....	.....	.....	15,559	14,003	278,846	.....	80,749	.....
	Manitoba .....	.....	.....	.....	.....	.....	9,909	8,918	84,093	.....	30,539	.....
	British Columbia	68,498,295	.....	.....	3,546,877	3,192,190	3,111	2,799	519,857	.....	135,542	.....
		68,498,295	.....	.....	3,546,877	3,192,190	2,942,338	2,648,101	27,471,797	.....	9,115,258	.....
1878	Ontario	67,594,902	.....	.....	3,530,085	3,177,076	1,744,809	1,570,330	15,199,022	89	5,387,698	11
	Quebec .....	.....	.....	.....	.....	.....	1,061,077	954,969	7,068,595	.....	2,283,477	.....
	New Brunswick .....	.....	.....	.....	.....	.....	112,147	100,932	470,200	.....	144,000	.....
	Nova Scotia .....	.....	.....	.....	.....	.....	56,062	50,456	1,562,812	.....	499,950	.....
	P. E. Island .....	.....	.....	.....	.....	.....	10,232	9,209	183,589	.....	59,851	.....
	Manitoba .....	.....	.....	.....	.....	.....	17,298	15,568	202,159	.....	70,213	.....
	British Columbia	67,594,902	.....	.....	3,530,085	3,177,076	6,345	6,621	493,952	.....	132,886	.....
		67,594,902	.....	.....	3,530,085	3,177,076	3,007,870	2,707,085	25,180,329	89	8,578,075	11

1879	Ontario	66,549,456				3,654,537	3,429,561	2,480,822	2,240,031	16,697,714	110	5,987,043 2,047,373 125,150 427,435 47,151 89,564 124,492
	Quebec							956,893	865,178	6,139,544		
	New Brunswick							91,618	86,968	409,490		
	Nova Scotia							59,594	54,385	1,343,130	1,600	
	P. E. Island							16,936	14,356	273,744	700	
	Manitoba	200,400				9,594	8,602	30,670	28,066	439,611		
	British Columbia							7,622	6,946			
		66,749,856				3,664,131	3,438,253	3,646,355	3,295,880	25,456,803	2,410	8,818,208
1880	Ontario .. .	53,182,318				2,981,243	2,981,243	1,251,554	1,251,554	18,095,934	Rice 450	6,427,736
	Quebec	35,840				1,107	1,107	819,559	819,560	6,799,494		1,988,808
	New Brunswick							98,977	98,979	353,652		109,795
	Nova Scotia					5,960	6,066	63,575	63,555	1,164,350		367,987
	P. E. Island							13,598	13,598	168,850		56,241
	Manitoba	176,109				8,537	8,538	33,575	33,575	357,074		120,180
	British Columbia					140	140	9,528	9,528	469,890		130,466
		53,394,258				2,997,094	2,997,094	2,298,366	2,290,349	26,419,244	450	9,201,213
1881	Ontario	53,535,285				3,040,090	3,037,370	1,721,200	1,735,232	18,820,350		6,765,929
	Quebec							1,202,647	1,202,652	6,752,473		2,290,988
	New Brunswick							128,067	128,069	332,110		104,640
	Nova Scotia	14,223				2,232	2,232	83,151	83,179	1,344,073		421,291
	P. E. Island							12,587	12,587	112,542		37,270
	Manitoba	117,600				5,823	5,823	52,230	52,230	531,383		170,462
	British Columbia							14,659	14,659	503,056		140,616
		53,667,108				3,048,145	3,045,425	3,214,541	3,228,608	28,395,987		9,931,176
1882	Ontario	70,328,410				4,025,141	4,025,361	1,885,972	1,886,123	23,215,328		8,297,546
	Quebec							1,314,051	1,314,056	8,306,939		2,700,149
	New Brunswick							149,706	149,706	500,407		152,680
	Nova Scotia							81,627	81,643	1,329,280		431,593
	P. E. Island							7,930	7,930	79,656		26,100
	Manitoba	74,400				3,706	3,706	91,978	91,928	804,176		278,486
	British Columbia							21,604	21,604	540,200		150,445
		70,402,810				4,028,847	4,029,067	3,552,818	3,552,990	34,775,986		12,036,979

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STATEMENT of Spirits and Malt Liquor manufactured and entered for consumption, &c.—*Concluded.*

Years.	—	SPIRITS.					MALT LIQUOR.					
		Grain used.	Molasses	Sugar, &c.	Manufactured.	Amount of Duty.	Entered for consumption.	Duty Collected.	Malt used.	Sugar and other substances.	Malt Liquor produced.	Duty collected on Malt Liquor.
1	2	3	4	5	6	7	8	9	10	11	12	13
		Lbs.	Gallons.	Lbs.	Imp. Galls.	\$	Imp. Galls.	\$	Lbs.	Lbs.	Imp. Galls.	\$
1868	Dominion totals.	67,685,511	.....	.....	3,400,040	2,473,221	3,203,830	2,309,592	22,631,749	380,787	6,194,758	116,297
1869	do	62,359,505	1,085	.....	3,151,695	2,382,680	2,311,251	1,769,971	21,915,137	174,449	6,326,290	13,732
1870	do	58,901,557	12,364	.....	2,903,823	2,195,289	3,175,857	2,400,886	20,463,338	147,352	6,075,451	10,280
1871	do	86,738,105	23,609	.....	4,419,311	3,341,306	3,516,042	2,658,274	23,707,258	21,654	7,647,580	2,127
1872	do	79,324,558	16,042	2,006,050	4,058,605	3,068,305	3,808,252	2,879,067	26,108,073	285,338	7,964,441	18,173
1873	do	91,452,558	.....	5,502	4,622,932	3,494,935	3,732,844	2,820,641	30,309,789	B'sh. corn 349	9,217,102	19,248
1874	do	87,539,173	4,520	162,398	4,528,118	3,595,998	4,566,509	3,498,989	28,685,003	B'sh. corn 343	8,976,263	17,420
1875	do	90,094,381	8,642	14,992	4,682,924	4,214,629	3,303,302	2,972,972	30,377,039	Corn 12,500	9,653,525	21,976
1876	do	59,472,129	.....	.....	3,111,346	2,800,211	3,441,125	3,097,018	27,980,256	215,004	9,319,190	6,363
1877	do	68,498,295	.....	.....	3,546,877	3,192,190	2,942,338	2,645,101	27,471,797	68,566	9,115,258	.....
1878	do	67,594,902	.....	.....	3,530,085	3,177,076	3,007,870	2,707,085	25,180,327	.....	8,578,075	11
1879	do	66,743,856	.....	.....	3,664,131	3,438,253	3,646,255	3,295,880	25,156,803	89	8,848,208	565
1880	do	53,394,258	8,201	2,413	2,296,987	2,987,094	2,290,366	2,290,319	26,419,244	2,410	9,201,213	160
1881	do	53,687,103	502	9,674	3,018,145	3,045,425	3,214,541	3,228,618	24,395,987	490	9,931,176	.....
1882	do	70,492,810	.....	.....	4,028,817	4,029,067	3,552,818	3,552,990	34,775,986	.....	12,036,979	.....
		1,063,925,006	74,965	2,201,029	54,993,866	47,445,679	49,743,240	42,130,423	399,927,788	1,785,819	128,495,494	226,352
										B'sh. corn 692		

NOTE.—In addition to the duty collected on Malt Liquor, there is a duty of one cent per pound collected on the Malt used, and a duty of two cents from 20th February, 1877, to 14th March, 1879.

E. MIALI, Commissioner of Inland Revenue.

INLAND REVENUE DEPARTMENT, OTTAWA, 5th March, 1883.

STATEMENT showing the quantities of Distilled and Fermented Liquors imported into and entered for consumption in the Dominion of Canada, by Provinces, also the Value of the same and the Duty collected thereon, during each year from 1868 to 1882, both years included.

Articles.	Provinces into which Imported.	Imported.		Entered for Home Consumption.		Duty.
		Quantity.	Value.	Quantity.	Value.	
1868.		Imp Galls	\$	Imp. Galls.	\$	\$ cts.
Alcohol and Spirits, and Strong Waters, unenumer- ated	Ontario and ... }	119,400	50,412	91,968	38,744	78,294 28
	Quebec	425	605	193	358	190 67
	Nova Scotia	32,375	8,879	32,375	8,879	29,663 45
	New Brunswick..					
		152,200	59,896	124,536	47,981	108,148 40
Brandy	Ontario and ... }	127,989	158,366	186,704	232,699	157,773 40
	Quebec	61,561	102,384	53,356	101,394	61,557 87
	Nova Scotia	57,923	129,039	57,923	129,039	56,080 72
	New Brunswick..					
		247,473	389,789	297,983	463,132	275,411 99
Cordials.	Ontario and ... }	5,922	6,495	1,500	3,366	2,156 64
	Quebec	92	253	115	267	159 24
	Nova Scotia	6,919	7,406	6,919	7,406	3,852 45
	New Brunswick..					
		12,933	14,154	8,534	11,039	6,168 33
Gin	Ontario and ... }	325,989	170,743	293,385	149,530	252,317 16
	Quebec	92,510	62,947	63,895	42,144	66,538 25
	Nova Scotia	57,485	35,366	57,485	35,366	46,741 71
	New Brunswick..					
		475,984	269,056	414,765	227,040	364,597 12
Rum	Ontario and ... }	78,221	41,595	67,460	33,889	58,358 00
	Quebec	255,133	144,019	196,689	119,393	181,804 04
	Nova Scotia	14,135	5,500	14,135	5,500	12,855 52
	New Brunswick..					
		347,489	191,114	278,284	158,782	253,017 56
Whiskey	Ontario and ... }	41,850	38,492	41,341	38,859	35,389 68
	Quebec	28,427	32,417	20,453	24,421	20,044 88
	Nova Scotia	104,758	66,064	104,758	66,064	79,172 32
	New Brunswick..					
		175,035	136,973	166,552	129,344	134,606 88
Ale, Beer and Porter, in casks and in bottles	Ontario and ... }	108,657	50,098	100,607	44,524	8,926 14
	Quebec	88,104	49,175	62,472	32,494	5,979 54
	Nova Scotia	36,625	22,780	36,625	22,780	4,235 67
	New Brunswick..					
		233,386	122,053	199,704	99,798	19,141 35

STATEMENT showing the quantities of Distilled and Fermented Liquors imported, & into Canada, from 1868 to 1882, &c.—*Continued.*

Articles.	Provinces into which Imported.	Imported.			Entered for Home Consumption.			Duty.
		Quantity.		Value.	Quantity.		Value.	
1868.		Doz.	Imp'l Galls.	\$	Doz.	Imp'l Galls.	\$	\$ ct
Wine of all kinds	Ontario and ... } Quebec Nova Scotia New Brunswick..	8,774	388,210	451,006	7,163	345,245	404,433	110,434 7
			40,468	70,403		71,059	95,245	16,957 2
			57,468	61,417		57,468	61,417	18,920 1
		8,775	486,146	582,826	7,163	473,772	561,095	146,312 1
1869.			Imp.Galls.	\$		Imp.Galls.	\$	\$ ct
Alcohol and Spirits, and Strong Waters not enu- merated.....	Ontario Quebec..... Nova Scotia..... New Brunswick..		822 426 12 169	605 537 46 60		855 494 32 1,602	652 676 96 806	820 9 474 4 30 7 1,537 6
			1,429	1,248		2,983	2,230	2,863 6
Brandy.....	Ontario..... Quebec..... Nova Scotia..... New Brunswick..		48,183 130,681 41,894 66,368	70,620 187,381 69,135 104,099		21,642 75,542 34,915 35,283	29,432 105,355 54,441 57,816	20,775 8 72,521 2 33,488 1 33,872 2
			287,126	431,235		167,382	247,044	160,657 51
Cordials	Ontario Quebec..... Nova Scotia New Brunswick..		195 452 154 209	454 1,400 669 325		80 939 162 485	237 2,128 586 581	115 08 1,351 2 233 52 698 46
			1,010	2,848		1,666	3,532	2,398 20
Gin.....	Ontario Quebec Nova Scotia New Brunswick..		23,118 257,068 59,709 136,160	13,751 122,962 39,462 77,241		11,990 213,844 50,360 82,940	7,735 112,529 36,045 50,465	11,511 00 205,290 84 48,350 58 79,621 23
			476,055	253,416		359,134	206,774	344,773 65
Rum.....	Ontario Quebec..... Nova Scotia New Brunswick..		16,781 33,726 167,461 25,711	10,086 17,525 89,923 15,642		11,455 37,049 153,821 26,179	7,090 18,942 86,258 12,409	10,997 73 35,566 24 148,053 24 25,132 80
			243,679	133,176		228,504	124,699	219,750 01
Whiskey	Ontario Quebec..... Nova Scotia..... New Brunswick..		15,937 35,464 27,216 56,745	15,410 33,216 31,139 50,508		11,059 20,803 24,511 31,966	10,212 20,111 28,924 29,586	10,615 60 19,971 08 23,564 49 30,687 20
			135,362	130,273		88,339	88,833	84,838 37

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STATEMENT showing the quantities of Distilled and Fermented Liquors, imported, &c., into Canada, from 1868 to 1882, &c.—*Continued.*

Articles.	Provinces into which Imported.	Imported.		Entered for Home Consumption.		Duty.
		Quantity.	Value.	Quantity.	Value.	
1870.		Imp. Galls.	\$	Imp. Galls.	\$	\$ cts.
Ale, Beer and Porter.....	Ontario.....	27,364	14,835	30,432	15,152	3,932 26
	Quebec	39,770	23,289	48,434	25,442	6,553 70
	Nova Scotia	68,778	31,102	61,283	27,522	7,017 33
	New Brunswick.	42,698	23,845	47,875	24,801	5,954 27
		178,610	93,071	188,024	92,917	23,457 56
Wines of all kinds.....	Ontario	130,125	114,769	87,787	94,346	30,535 38
	Quebec ..	587,308	382,600	415,668	310,604	117,103 12
	Nova Scotia	45,021	63,223	30,911	43,798	13,021 04
	New Brunswick.	34,003	40,899	28,075	30,041	9,888 12
		796,457	601,491	562,441	478,789	170,547 66
1871.						
Alcohol.....	Ontario.....	32	13	32	13	30 60
	Quebec	189	110	39	35	37 60
	Nova Scotia					
	New Brunswick.					
	Manitoba.	333	626	1,279	1,589	383 64
		554	749	1,350	1,637	451 84
Brandy.....	Ontario.....	45,689	53,596	54,516	73,118	52,335 01
	Quebec	209,460	371,646	124,710	169,670	119,722 21
	Nova Scotia	82,051	110,176	50,912	80,334	48,874 07
	New Brunswick.	113,606	158,194	59,710	91,973	57,321 29
	Manitoba.	1,441	3,287	3,383	6,500	1,003 58
		452,247	696,899	293,231	421,595	279,256 16
Cordials.....	Ontario.....	218	507	123	415	178 32
	Quebec	1,381	3,102	1,070	2,205	1,541 40
	Nova Scotia	268	711	105	344	150 85
	New Brunswick.	19	15	19	15	27 00
	Manitoba.	8	27	95	212	28 44
		1,894	4,362	1,412	3,191	1,926 01
Gin.....	Ontario.....	36,446	19,395	25,303	13,840	24,290 61
	Quebec	544,620	247,235	312,193	141,682	299,705 78
	Nova Scotia	59,217	35,692	54,737	34,950	52,549 86
	New Brunswick.	119,243	55,433	85,702	42,600	82,273 84
	Manitoba.	320	390	787	839	234 71
		759,846	358,145	478,722	233,911	459,054 80
Rum	Ontario	12,633	8,901	11,448	7,495	10,989 60
	Quebec	49,549	28,501	35,632	20,463	34,206 88
	Nova Scotia	171,764	97,318	108,350	56,351	104,181 10
	New Brunswick.	8,102	4,885	25,846	13,324	24,811 80
	Manitoba.	2,207	2,787	3,871	5,990	1,346 39
		244,255	142,392	185,147	103,623	175,535 77

STATEMENT showing the quantities of Distilled and Fermented Liquors imported, &c., into Canada, from 1868 to 1882, &c.—*Continued.*

Articles.	Provinces into which Imported.	Imported.		Entered for Home Consumption.		Duty.
		Quantity.	Value.	Quantity.	Value.	
1871.		Imp. galls	\$	Imp. galls.	\$	\$ cts.
Whiskey.....	Ontario.....	11,527	11,386	13,737	12,881	13,187 48
	Quebec.....	39,549	35,094	22,838	22,675	21,925 44
	Nova Scotia.....	29,392	31,802	27,397	31,763	26,303 12
	New Brunswick.....	65,014	53,109	53,770	45,903	51,619 56
	Manitoba.....	85	88	5,092	3,455	1,522 34
		145,567	131,479	122,834	116,677	114,557 94
Spirits, unenumerated.....	Ontario.....	306	596	191	431	274 70
	Quebec.....	23	150	42	178	60 00
	Nova Scotia.....	11	49	13	55	17 45
	New Brunswick.....	1	4	1,249	624	1,209 25
		341	799	1,495	1,288	1,551 40
Ale, Beer and Porter.....	Ontario.....	37,389	17,886	40,972	20,226	5,236 94
	Quebec.....	71,834	40,850	77,280	29,970	7,538 14
	Nova Scotia.....	81,259	35,424	87,980	37,973	9,878 38
	New Brunswick.....	54,390	30,911	48,150	27,266	6,294 17
	Manitoba.....	28	34	132	159	40 88
		244,900	125,071	254,514	115,444	28,988 51
Wines of all kinds.....	Ontario.....	74,747	89,739	92,742	93,934	34,613 08
	Quebec.....	506,947	393,637	422,197	305,619	127,068 48
	Nova Scotia.....	48,393	65,460	45,723	56,415	19,587 27
	New Brunswick.....	41,255	44,320	36,866	37,952	13,912 22
	Manitoba.....	949	2,616	2,213	5,145	661 12
		671,291	595,792	599,741	499,065	195,842 15
1872.						
Alcohol.....	Ontario.....	5	19	5	19	4 20
	Quebec.....	17	17	57	57	54 88
	Nova Scotia.....	666	608	489	529	470 08
	New Brunswick.....	2	4	2	4	1 20
	British Columbia.....	898	648	176	291	168 75
		1,588	1,296	729	900	699 11
Brandy.....	Ontario.....	56,649	85,903	98,723	125,992	94,776 32
	Quebec.....	389,854	571,112	168,036	237,124	161,315 63
	Nova Scotia.....	80,278	118,792	63,975	97,417	61,416 42
	New Brunswick.....	69,093	101,679	75,283	101,947	72,272 49
	Manitoba.....	4,786	6,995	9,545	16,343	2,801 87
	British Columbia.....	25,915	50,955	17,844	35,793	35,449 45
		626,675	935,436	433,406	614,6 6	428,032 18
Cordials.....	Ontario.....	163	628	261	857	377 10
	Quebec.....	1,322	3,916	1,220	3,612	1,757 58
	Nova Scotia.....	89	402	88	465	127 17
	New Brunswick.....	156	431	139	626	198 00
	Manitoba.....	34	147	144	234	41 96
	British Columbia.....	815	2,158	638	2,920	1,114 65
		2,579	7,682	2,490	8,714	3,616 46

STATEMENT showing the quantities of Distilled and Fermented Liquors imported, &c., into Canada, from 1868 to 1882, &c.—*Continued.*

Articles.	Provinces into which Imported.	Imported.		Entered for Home Consumption.		Duty.
		Quantity.	Value.	Quantity.	Value.	
1872.		Imp. galls.	\$	Imp. galls.	\$	\$ cts.
Gin	Ontario	18,371	10,765	36,642	20,189	35,176 80
	Quebec	287,243	140,635	320,199	147,872	307,391 05
	Nova Scotia.....	72,508	43,032	59,837	38,828	57,444 84
	New Brunswick.	92,333	42,502	94,966	43,531	91,167 20
	Manitoba	1,296	1,397	2,270	2,528	668 99
	British Columbia	1,947	2,169	4,181	6,133	7,604 24
		473,698	240,500	518,095	259,081	499,453 12
Rum	Ontario	17,498	9,117	19,142	11,207	18,376 00
	Quebec	45,942	22,965	41,904	22,617	40,228 72
	Nova Scotia.....	159,803	95,741	112,994	60,268	108,475 30
	New Brunswick.	6,994	4,629	24,133	13,552	23,168 00
	Manitoba	6,222	6,814	9,205	11,035	2,699 14
	British Columbia	4,913	3,675	5,236	3,877	9,484 71
		241,372	142,941	212,614	122,566	202,431 87
Whiskey.....	Ontario	15,700	15,987	21,023	20,359	20,183 09
	Quebec	35,587	33,302	25,189	24,556	24,182 09
	Nova Scotia.....	43,182	45,766	33,808	37,293	32,455 72
	New Brunswick.	59,482	53,908	59,561	51,887	57,178 08
	Manitoba	800	1,105	5,883	4,418	1,728 09
	British Columbia	4,855	8,874	4,787	8,924	9,598 05
		159,606	158,942	150,251	147,437	145,325 03
Spirits, unenumerated.....	Ontario	733	3,574	683	3,085	984 48
	Quebec	460	1,029	364	791	510 48
	Nova Scotia.....	244	307	35	113	49 80
	New Brunswick.	72	89	78	94	112 32
	Manitoba	209	322	2,170	2,036	638 71
	British Columbia					
		1,718	5,321	3,330	6,119	2,295 79
Ale, Beer and Porter	Ontario	60,394	32,438	51,615	27,413	6,853 38
	Quebec	127,292	72,900	84,065	47,134	11,610 72
	Nova Scotia.....	108,448	48,124	85,979	37,099	9,664 47
	New Brunswick.	64,405	35,665	60,287	32,979	7,669 09
	Manitoba	4,221	1,833	5,168	2,999	1,513 01
	British Columbia	21,134	17,463	17,620	14,180	2,710 53
		385,894	208,423	304,734	161,804	40,021 20
Wines of all kinds	Ontario	105,328	130,358	134,838	134,816	49,883 67
	Quebec	826,538	625,167	532,608	389,919	161,391 87
	Nova Scotia.....	57,234	64,554	52,230	60,808	21,468 86
	New Brunswick.	57,208	50,372	37,175	40,581	14,606 57
	Manitoba	3,979	9,719	8,080	18,389	2,374 09
	British Columbia	14,871	28,997	15,889	29,697	8,586 85
		1,065,158	909,167	780,820	674,210	258,311 91

STATEMENT showing the quantities of Distilled and Fermented Liquors imported, &c., into Canada, from 1868 to 1882, &c.—*Continued.*

Articles.	Provinces into which Imported.	Imported.		Entered for Home Consumption.		Duty.
		Quantity.	Value.	Quantity.	Value.	
1873.		Imp. Galls	\$	Imp. Galls	\$	\$ cts.
Alcohol	Ontario					
	Quebec	79	107	19	23	18 40
	Nova Scotia	4	11	453	199	435 60
	New Brunswick ..	3	10	3	10	2 60
	Manitoba	5	12	6,562	4,978	1,916 05
	British Columbia	1,074	504	972	934	933 13
		1,165	644	8,009	6,144	3,305 78
Brandy	Ontario	144,481	166,032	92,993	131,764	89,274 47
	Quebec	265,877	375,308	178,908	265,084	171,838 40
	Nova Scotia	67,210	107,906	65,453	103,658	62,834 62
	New Brunswick ..	100,925	151,610	101,202	141,506	97,153 72
	Manitoba	5,665	8,340	16,779	29,498	5,120 28
	British Columbia	32,062	64,914	23,891	44,848	22,933 91
		586,220	874,110	479,316	716,358	449,154 40
Cordials	Ontario	478	1,318	443	1,287	637 80
	Quebec	1,543	3,390	1,268	3,457	1,827 30
	Nova Scotia	74	240	115	364	165 68
	New Brunswick ..	116	417	36	58	51 60
	Manitoba	106	350	106	350	58 68
	British Columbia	2,043	7,241	1,303	5,158	1,872 66
		4,360	12,956	3,271	10,674	4,613 62
Gin	Ontario	33,493	20,386	35,898	20,157	34,462 11
	Quebec	359,928	197,763	309,429	157,537	297,053 72
	Nova Scotia	74,121	46,361	57,696	38,274	55,389 37
	New Brunswick ..	90,113	43,913	99,113	48,532	95,146 86
	Manitoba	796	888	2,078	2,728	606 64
	British Columbia	8,314	9,825	6,278	6,771	6,026 87
		566,765	324,136	510,492	273,999	488,685 57
Rum	Ontario	16,108	9,272	14,341	8,988	13,767 20
	Quebec	29,751	16,865	35,803	20,826	34,370 40
	Nova Scotia	211,030	112,852	124,028	62,381	119,067 00
	New Brunswick ..	7,978	5,873	22,827	14,116	21,913 60
	Manitoba	7,389	5,337	11,410	11,601	3,380 01
	British Columbia	3,854	2,985	6,243	4,048	5,993 25
		276,110	153,184	214,652	121,960	198,491 46
Whiskey	Ontario	18,732	20,094	19,084	20,068	18,321 01
	Quebec	36,467	37,219	22,839	25,077	21,927 00
	Nova Scotia	32,546	36,578	37,640	43,416	36,133 62
	New Brunswick ..	50,948	45,653	56,827	50,841	54,553 60
	Manitoba	778	989	14,587	9,636	4,260 90
	British Columbia	10,775	21,940	6,975	14,441	6,696 40
		150,246	162,473	157,952	163,479	141,892 53

STATEMENT showing the quantities of Distilled and Fermented Liquors imported, &c into Canada, from 1868 to 1882, &c.—*Continued.*

Articles.	Provinces into which Imported.	Imported.		Entered for Home Consumption.		Duty.
		Quantity.	Value.	Quantity.	Value.	
1873.		Imp. Galls.	\$	Imp. Galls.	\$	\$ cts
Spirits unenumerated.....	Ontario.....	951	6,018	853	5,854	1,229 43
	Quebec.....	393	1,337	412	1,377	592 80
	Nova Scotia	17	109	117	185	168 00
	New Brunswick.....			16	11	22 94
	Manitoba					
	British Columbia.....					
		1,361	7,464	1,398	7,427	2,013 17
Ale, Beer and Porter	Ontario.....	74,996	40,821	75,928	40,731	10,124 88
	Quebec.....	108,704	65,449	98,349	56,606	13,720 31
	Nova Scotia	79,373	33,786	93,578	42,531	10,813 28
	New Brunswick.....	73,561	42,681	75,483	41,806	9,638 13
	Manitoba	2,118	1,368	2,829	2,291	659 83
	British Columbia.....	17,547	15,889	23,226	18,643	3,752 68
		358,299	204,994	369,393	202,608	48,709 11
Wines of all kinds.....	Ontario.....	139,503	141,320	157,603	146,796	55,614 26
	Quebec.....	666,474	497,750	467,804	361,948	147,374 70
	Nova Scotia	55,545	68,425	40,087	48,826	17,016 56
	New Brunswick.....	36,294	36,951	44,305	45,530	16,699 66
	Manitoba	2,213	4,618	7,843	15,441	2,375 85
	British Columbia.....	18,611	23,081	13,248	18,429	6,195 72
		918,640	772,145	730,890	639,976	245,276 75
1874.						
Alcohol	Ontario	3	7	4	8	3 40
	Quebec.....	27	29	27	29	29 60
	Nova Scotia	41	45	7	13	6 95
	New Brunswick.....					
	Manitoba	31	47	31	47	33 36
	British Columbia.....	2,010	1,832	2,093	1,667	2,230 96
	P. E. Island	1,860	980	454	235	545 00
		3,972	2,940	2,616	1,999	2,849 27
Brandy	Ontario	73,230	105,702	125,070	182,344	120,697 78
	Quebec.....	179,724	301,433	236,901	363,518	230,024 35
	Nova Scotia	90,250	171,261	88,022	139,231	85,618 91
	New Brunswick.....	111,586	207,699	103,147	156,093	101,322 92
	Manitoba	3,053	4,388	2,864	4,350	2,957 38
	British Columbia.....	30,921	66,202	28,405	53,958	29,256 41
	P. E. Island	13,409	21,980	12,348	18,258	12,291 92
		502,173	878,665	596,757	919,752	582,169 67
Cordials	Ontario	522	2,703	478	2,347	737 71
	Quebec.....	1,732	4,477	1,882	4,439	2,931 75
	Nova Scotia	200	565	186	523	308 06
	New Brunswick.....	185	1,013	162	774	234 00
	Manitoba	395	767	307	702	509 07
	British Columbia.....	1,466	4,478	1,421	4,534	2,177 47
	P. E. Island	4	10	4	10	5 40
		4,504	14,013	4,440	13,329	6,903 46

STATEMENT showing the quantities of Di-tilled and Fermented Liquors imported, &c., into Canada, from 1868 to 1882, &c.—Continued.

Articles.	Provinces into which Imported.	Imported.		Entered for Home Consumption.		Duty.
		Quantity.	Value.	Quantity.	Value.	
1874.		Imp. Galls.	\$	Imp. Galls.	\$	\$ cts.
Gin	Ontario	31,117	16,419	46,899	26,425	45,395 00
	Quebec	333,885	177,218	326,506	180,114	328,088 06
	Nova Scotia	72,842	42,946	63,217	39,572	62,713 90
	New Brunswick	75,089	39,971	91,516	50,544	89,484 64
	Manitoba	635	603	923	757	937 33
	British Columbia	8,816	9,201	6,686	7,212	6,737 05
	P. E. Island	15,847	8,965	14,143	8,035	13,735 28
		538,231	295,323	549,890	312,669	547,091 26
Rum	Ontario	9,891	7,923	22,027	13,998	21,214 25
	Quebec	26,095	15,875	37,631	21,079	37,099 60
	Nova Scotia	225,431	111,441	128,087	61,758	127,766 15
	New Brunswick	2,479	2,113	23,729	11,786	23,477 40
	Manitoba	582	441	393	213	425 40
	British Columbia	3,926	2,952	6,526	4,877	6,603 51
	P. E. Island	1,064	647	4,214	2,083	4,311 00
		269,468	141,392	222,607	115,794	220,897 31
Whiskey	Ontario	16,492	19,677	25,352	25,886	24,410 70
	Quebec	30,848	27,432	27,494	30,622	26,847 80
	Nova Scotia	36,755	46,534	38,721	44,541	38,754 36
	New Brunswick	64,034	62,863	65,502	61,407	65,187 60
	Manitoba	936	1,344	1,756	2,052	1,730 18
	British Columbia	6,679	14,996	8,177	18,358	8,321 71
	P. E. Island	16,438	16,093	12,045	11,385	12,238 46
		162,182	188,939	179,047	194,251	177,490 81
Spirits unenumerated	Ontario	870	7,101	1,016	7,845	1,499 03
	Quebec	1,563	3,985	1,504	3,685	2,203 80
	Nova Scotia	24	131	24	131	42 06
	New Brunswick					
	Manitoba					
	British Columbia					
	P. E. Island	6	10	6	10	5 60
		2,463	11,227	2,550	11,671	3,750 49
Ale, Beer and Porter	Ontario	91,183	50,295	77,122	44,220	10,563 80
	Quebec	165,055	97,338	129,768	78,319	18,267 04
	Nova Scotia	97,377	52,308	86,580	46,717	10,694 23
	New Brunswick	93,524	50,107	87,075	47,339	10,904 08
	Manitoba	3,651	2,481	5,198	3,286	654 09
	British Columbia	31,151	25,863	21,169	18,716	3,609 37
	P. E. Island	8,770	5,631	8,739	5,576	1,181 80
		490,711	285,025	415,651	244,173	55,874 41

STATEMENT showing the quantities of Distilled and Fermented Liquors imported, &c into Canada, from 1868 to 1882, &c.—*Continued.*

Articles.	Provinces into which Imported.	Imported.		Entered for Home Consumption.		Duty.
		Quantity.	Value.	Quantity.	Value.	
1874.		Dozens.	\$	Dozens.	\$	\$ cts
Wine in wood	Ontario	86,200	99,630	171,843	186,431	68,995 97
	Quebec	470,772	324,550	571,598	431,142	187,114 89
	Nova Scotia	36,944	47,218	53,357	60,664	22,064 75
	New Brunswick	39,120	38,518	59,278	57,998	22,027 30
	Manitoba	3,514	8,823	2,460	4,277	1,463 55
	British Columbia	12,951	18,666	13,287	17,012	6,114 07
	P. E. Island	5,382	9,774	4,565	7,832	2,680 90
		653,883	547,179	876,388	764,856	310,461 43
Wine in bottles	Ontario	3,978	20,255	1,192	7,838	2,639 57
	Quebec	13,810	70,336	5,193	32,565	10,282 00
	Nova Scotia	901	6,610	363	2,301	829 00
	New Brunswick	1,179	7,811	191	1,497	495 75
	Manitoba	41	376	111	852	240 09
	British Columbia	114	742	192	836	322 00
	P. E. Island	25	218	25	218	52 50
		20,048	105,748	7,267	46,107	14,860 91
1875.		Imp. Galls.		Imp. Galls.		
Alcohol	Ontario	2	5	2	5	2 50
	Quebec	14	36	14	36	16 50
	Nova Scotia	104	91	10	15	13 50
	New Brunswick	155	64	155	64	186 00
	Manitoba	3	23	3	23	2 69
	British Columbia	245	294	480	446	576 00
	P. E. Island	1,049	464	1,739	793	2,687 00
		1,572	977	2,403	1,382	2,684 19
Brandy	Ontario	65,708	115,272	55,759	90,864	66,911 50
	Quebec	227,024	355,556	122,049	224,686	146,459 20
	Nova Scotia	69,354	121,013	49,769	95,281	59,722 37
	New Brunswick	85,821	152,429	68,311	119,252	81,973 19
	Manitoba	7,232	12,268	6,441	10,474	7,728 60
	British Columbia	32,629	79,837	28,758	67,259	34,509 94
	P. E. Island	10,611	17,584	14,019	24,103	16,822 35
		498,379	853,959	345,106	631,919	414,127 15
Cordials	Ontario	363	2,197	456	2,520	819 19
	Quebec	1,517	4,485	1,649	4,784	2,966 70
	Nova Scotia	241	1,126	233	1,035	420 82
	New Brunswick	406	1,228	197	622	353 63
	Manitoba	149	249	103	196	185 34
	British Columbia	886	3,598	874	3,774	1,572 38
	P. E. Island	14	19	14	19	24 00
		3,606	12,902	3,526	12,950	6,342 06

STATEMENT showing the quantities of Bottled and Fermented Liquors imported, &c., into Canada, from 1868 to 1882, &c. — *Continued.*

Articles.	Provinces into which Imported.	Imported.		Entered for Home Consumption.		Duty.
		Quantity.	Value.	Quantity.	Value.	
1875.		Imp. Galls.	\$	Imp. Galls.	\$	\$ cts.
Gin	Ontario	34,124	20,607	29,475	18,504	35,372 13
	Quebec	294,524	157,126	272,566	147,615	327,079 00
	Nova Scotia	63,936	30,806	49,226	28,812	59,071 20
	New Brunswick	83,009	41,185	75,355	41,680	90,425 60
	Manitoba	1,157	1,051	593	513	711 38
	British Columbia	8,324	10,095	8,387	9,801	10,061 61
	P. E. Island	9,913	5,297	9,587	5,696	11,504 00
		494,987	266,167	445,189	252,621	534,224 92
Rum	Ontario	6,125	4,668	7,650	5,916	9,179 00
	Quebec	23,864	14,715	18,316	11,494	21,978 50
	Nova Scotia	114,088	57,148	97,557	46,436	117,068 00
	New Brunswick	4,543	5,012	16,282	8,546	19,538 00
	Manitoba	6,571	4,053	5,461	3,416	6,553 60
	British Columbia	9,740	7,895	5,894	5,087	7,071 53
	P. E. Island	10,156	5,862	7,078	4,368	8,493 00
		175,085	99,353	158,238	85,263	189,881 63
Whiskey	Ontario	8,379	9,440	8,273	9,824	9,928 00
	Quebec	19,625	21,298	13,759	15,944	16,510 00
	Nova Scotia	35,840	38,019	33,732	38,521	40,478 95
	New Brunswick	53,457	49,929	46,556	45,283	55,866 80
	Manitoba	2,269	3,331	1,608	2,300	1,929 70
	British Columbia	11,936	27,031	9,517	21,537	11,423 34
	P. E. Island	14,945	14,087	16,347	16,207	19,616 41
		416,451	163,135	129,792	149,616	155,753 20
Spirits, unenumerated	Ontario	122	653	133	669	239 43
	Quebec	2,310	4,839	2,078	4,805	3,738 75
	Nova Scotia	182	179	178	175	319 16
	New Brunswick					
	Manitoba					
	British Columbia					
	P. E. Island					
		2,614	5,671	2,389	5,649	4,297 34
Ale, Beer and Porter	Ontario	67,362	33,645	87,266	42,981	10,900 16
	Quebec	129,174	69,612	107,352	56,603	14,376 67
	Nova Scotia	81,098	39,468	77,055	38,023	8,950 42
	New Brunswick	96,750	48,826	81,477	40,290	9,545 12
	Manitoba	4,674	3,649	3,654	2,699	526 16
	British Columbia	44,560	41,231	23,443	21,629	4,109 02
	P. E. Island	10,627	6,095	10,389	5,932	1,347 28
		434,245	242,526	390,636	208,157	49,754 93

STATEMENT showing the quantities of Distilled and Fermented Liquors imported, &c., into Canada, from 1868 to 1882, &c.—Continued.

Articles.	Provinces into which Imported.	Imported.		Entered for Home Consumption.		Duty.
		Quantity.	Value.	Quantity.	Value.	
1875.		Imp.Galls.	\$	Imp.Galls.	\$	\$ cu.
Wine in wood.....	Ontario.....	96,398	89,105	84,478	68,451	46,791 98
	Quebec.....	442,073	250,872	292,369	186,655	134,131 24
	Nova Scotia.....	35,947	38,922	22,735	28,628	14,696 16
	New Brunswick.....	23,412	26,183	18,614	18,291	11,526 90
	Manitoba.....			*198	467	140 55
	British Columbia.....	1,796	2,851	1,693	2,983	1,127 43
	P. E. Island.....	19,586	19,068	14,877	16,627	9,883 96
		4,955	7,212	4,514	7,102	3,192 06
		629,167	434,213	439,478	329,204	221,490 28
Wine in bottles.....	Ontario.....	Dozens.		Dozens.		
	Quebec.....	4,285	28,303	4,614	26,978	10,874 39
	Nova Scotia.....	17,886	134,623	12,704	99,756	30,572 76
	New Brunswick.....	2,389	18,243	1,520	11,957	3,578 30
	Manitoba.....	673	5,323	699	5,441	1,833 08
	British Columbia.....	377	2,591	321	1,995	901 38
	P. E. Island.....	1,849	9,460	1,471	7,382	2,600 25
		76	830	90	825	230 25
		27,535	199,373	21,419	154,334	50,590 41
1876.		Imp.Galls.		Imp.Galls.		
Alcohol.....	Ontario.....	4	18	4	18	4 50
	Quebec.....	9	17	9	17	10 80
	Nova Scotia.....	8	25	8	25	9 20
	New Brunswick.....	1	2	1	2	1 20
	Manitoba.....	10	29	10	29	18 00
	British Columbia.....	132	156	234	245	281 80
	P. E. Island.....	292	178	728	374	873 40
		456	425	994	710	1,198 90
Brandy.....	Ontario.....	59,568	87,886	83,305	130,991	99,966 89
	Quebec.....	122,699	177,981	201,768	335,188	242,122 56
	Nova Scotia.....	56,885	77,920	67,751	119,065	81,301 32
	New Brunswick.....	64,773	84,842	66,715	115,992	80,059 20
	Manitoba.....	3,125	6,672	9,903	16,600	11,884 20
	British Columbia.....	35,622	75,766	31,136	74,558	37,363 47
	P. E. Island.....	17,051	23,472	20,414	31,916	24,496 81
		359,723	534,539	480,992	824,310	577,194 45
Cordials.....	Ontario.....	240	982	290	1,192	522 90
	Quebec.....	1,096	2,993	1,432	4,128	2,577 15
	Nova Scotia.....	229	1,324	214	1,271	386 00
	New Brunswick.....	124	244	148	657	266 25
	Manitoba.....	10	50	197	258	354 60
	British Columbia.....	1,193	4,567	1,090	4,169	1,962 61
		2,892	10,160	3,371	11,675	6,069 51

* Old tariff.

STATEMENT showing the quantities of Distilled and Fermented Liquors imported, &c., into Canada, from 1868 to 1882, &c.—Continued.

Articles.	Provinces into which Imported.	Imported.		Entered for Home Consumption.		Duty.
		Quantity.	Value.	Quantity.	Value.	
1876.		Imp. Galls	\$	Imp. Galls.	\$	\$ cts.
Gin	Ontario	12,464	7,812	36,810	20,825	44,170 71
	Quebec	236,971	122,503	296,600	161,434	355,920 14
	Nova Scotia	56,526	23,207	44,971	21,850	53,968 06
	New Brunswick	29,252	13,762	69,065	34,756	82,878 40
	Manitoba	819	793	1,578	1,329	1,893 60
	British Columbia	9,734	8,017	11,132	11,124	13,359 38
	P. E. Island	12,924	5,945	14,255	7,061	17,107 80
		358,690	182,039	474,411	258,379	569,296 09
Rum	Ontario	3,483	2,873	8,467	5,830	10,160 02
	Quebec	25,045	16,480	22,169	15,108	26,603 40
	Nova Scotia	124,196	53,132	75,629	33,749	90,754 60
	New Brunswick	1,400	1,419	11,901	6,262	14,282 21
	Manitoba	1,601	1,012	3,120	1,976	3,744 00
	British Columbia	7,640	5,240	6,113	4,940	7,335 87
	P. E. Island	1,576	788	17,107	7,685	20,528 00
		164,941	80,944	144,506	75,550	173,408 10
Whiskey.....	Ontario	8,671	8,710	13,278	15,055	15,936 00
	Quebec.....	12,274	12,068	16,221	18,189	19,466 00
	Nova Scotia.....	33,884	31,071	33,408	34,898	40,090 01
	New Brunswick.....	43,594	39,621	50,208	47,697	60,250 60
	Manitoba	374	652	1,181	1,800	1,417 20
	British Columbia	8,455	21,009	11,516	29,281	13,819 99
	P. E. Island	16,649	15,353	19,574	18,680	23,490 12
		123,901	128,484	145,386	165,600	174,469 92
Spirits, unenumerated.....	Ontario	65	627	129	718	230 10
	Quebec	2,306	4,392	2,023	3,982	3,642 30
	Nova Scotia.....	26	57	26	57	47 25
	New Brunswick.....			10	10	12 00
	Manitoba					
	British Columbia					
	P. E. Island					
		2,397	5,076	2,188	4,767	3,931 65
Wines, not Sparkling	Ontario	66,441	60,039	104,949	89,530	55,316 06
	Quebec	353,207	153,989	449,764	232,369	188,874 77
	Nova Scotia.....	27,157	27,644	28,598	27,044	16,027 51
	New Brunswick.....	22,653	24,076	25,119	20,101	13,100 46
	Manitoba	879	1,605	5,769	5,906	3,040 56
	British Columbia	16,856	15,881	14,917	18,199	9,199 13
	P. E. Island	4,033	6,378	8,686	9,932	5,358 60
		491,226	289,612	637,802	403,081	290,917 09

STATEMENT showing the quantities of Distilled and Fermented Liquors imported, &c. into Canada, from 1868 to 1882, &c.—*Continued.*

Articles.	Provinces into which Imported.	Imported.		Entered for Home Consumption.		Duty.
		Quantity.	Value.	Quantity.	Value.	
1876.		Dozens.	\$	Dozens.	\$	\$ cts
Wines, Sparkling, in bottles	Ontario	2,667	21,068	4,973	36,786	12,179 13
	Quebec	11,689	89,147	13,861	98,379	31,926 75
	Nova Scotia.....	1,888	12,324	1,902	14,457	4,379 25
	New Brunswick..	589	5,576	766	6,603	1,876 75
	Manitoba	171	1,521	307	2,651	906 00
	British Columbia	3,385	12,393	3,302	12,780	5,663 03
	P. E. Island	177	1,104	640	2,527	1,089 00
		20,566	143,132	25,751	174,183	58,019 91
Ale, Beer and Porter, in casks and bottles.....	Ontario	Imp. galls 29,339	12,738	Imp. galls. 52,050	23,993	6,409 57
	Quebec	71,770	35,759	82,655	43,188	11,067 69
	Nova Scotia.....	73,002	35,103	71,129	33,895	8,148 18
	New Brunswick..	60,655	27,473	69,199	33,447	7,992 72
	Manitoba	765	469	1,812	1,359	270 61
	British Columbia	28,130	25,376	33,884	28,682	5,611 64
	P. E. Island	8,808	4,566	9,505	4,816	1,151 03
		272,469	141,484	320,234	169,380	40,651 44
1877.						
Alcohol	Ontario	1½	4	1½	4	1 50
	Quebec	110	102	110	102	132 00
	Nova Scotia.....	5	21	5	21	6 90
	New Brunswick..					
	Manitoba	1,238	590			
	British Columbia	757	627	399½	384	479 07
	P. E. Island	327	121	1,196	437	1,435 20
		2,438½	1,465	1,711½	948	2,054 67
Brandy	Ontario	36,880	62,966	47,364	74,905	56,833 18
	Quebec	132,945	255,529	101,438	171,427	121,725 75
	Nova Scotia	46,080	83,500	53,860	87,418	64,632 75
	New Brunswick..	27,861	51,485	50,720	78,605	60,864 00
	Manitoba	5,092	6,567	3,426	4,061	4,111 80
	British Columbia	36,299	36,133	27,594	62,789	33,113 15
	P. E. Island	16,330	28,148	12,171	15,738	14,604 60
		300,987	524,328	296,573	494,943	355,888 23
Cordials	Ontario	141	577	119	411	215 10
	Quebec	1,371	4,315	1,255	3,874	2,261 40
	Nova Scotia	205	877	182	758	327 15
	New Brunswick..	66	220	36	147	64 80
	Manitoba	86	238	58	237	104 40
	British Columbia	1,035	3,273	858	2,909	1,546 75
	P. E. Island	4	13	4	13	7 20
		2,908	9,513	2,513	8,349	4,526 80

STATEMENT showing the quantities of Distilled and Fermented Liquors imported, &c., into Canada, from 1868 to 1882, &c.—*Continued.*

Articles.	Provinces into which Imported.	Imported.		Entered for Home Consumption.		Duty.
		Quantity.	Value.	Quantity.	Value.	
1877.		Imp. Galls.	\$	Imp. Galls.	\$	\$ cts.
Gin	Ontario	14,355	7,194	18,161	10,007	21,795 14
	Quebec	246,780	130,847	206,988	105,725	248,385 60
	Nova Scotia	51,359	21,670	41,434	18,107	49,721 40
	New Brunswick	88,939	39,851	53,509	25,449	64,211 80
	Manitoba	492	522	373	291	447 60
	British Columbia	14,777	13,608	9,643	9,281	11,572 72
	P. E. Island	17,553	8,376	12,664	5,703	15,197 00
		434,255	222,068	342,772	174,563	411,331 26
Rum	Ontario	4,304	2,863	6,214	3,751	7,458 23
	Quebec	22,399	11,851	21,434	11,663	25,720 80
	Nova Scotia	184,690	71,310	94,654	36,214	113,584 60
	New Brunswick	3,732	2,811	10,558	5,614	12,669 60
	Manitoba	821	432	78	41	93 60
	British Columbia	8,886	6,688	5,125	3,902	6,150 08
	P. E. Island	2,458	1,289	16,447	6,715	19,736 40
		227,290	97,244	154,510	67,900	185,413 31
Whiskey	Ontario	3,380	3,915	6,108	6,303	7,330 34
	Quebec	21,039	22,084	16,653	18,562	19,983 00
	Nova Scotia	33,893	30,286	32,791	31,693	39,349 00
	New Brunswick	42,338	34,050	37,322	33,856	44,786 40
	Manitoba	950	428	950	428	1,140 00
	British Columbia	11,785	24,236	8,614	21,613	10,337 90
	P. E. Island	19,951	16,694	18,599	15,045	22,319 60
		133,336	131,693	121,037	127,500	145,246 24
Spirits, unenumerated	Ontario	282	809	282	809	503 86
	Quebec	2,328	4,248	2,356	4,362	4,240 80
	Nova Scotia	162	148	162	148	291 74
	New Brunswick					
	Manitoba					
	British Columbia					
	P. E. Island					
		2,772	5,205	2,800	5,319	5,036 40
Wines (not sparkling)	Ontario	18,306	21,476	47,223	44,957	28,424 53
	Quebec	333,824	200,585	247,298	151,069	111,850 14
	Nova Scotia	23,308	27,343	25,928	28,729	15,323 23
	New Brunswick	11,275	13,667	19,285	21,336	11,773 32
	Manitoba	780	1,277	488	1,041	351 36
	British Columbia	19,657	23,890	12,756	14,744	7,998 03
	P. E. Island	4,306	7,145	4,528	7,193	3,088 44
		411,456	295,383	357,506	269,069	178,809 05

STATEMENT showing the quantities of Distilled and Fermented Liquors imported, &c. into Canada, from 1868 to 1882, &c.—*Continued.*

Articles.	Provinces into which Imported.	Imported.		Entered for Home Consumption.		Duty.
		Quantity.	Value.	Quantity.	Value.	
1877.		Dozens.	\$	Dozens.	\$	\$ cts
Wines, Sparkling, in bottles	Ontario	2,840	20,163	3,996	28,364	9,535 65
	Quebec	13,587	81,281	11,688	71,534	25,527 63
	Nova Scotia	1,485	10,123	1,582	12,548	3,632 39
	New Brunswick.	838	8,130	741½	6,156	1,845 75
	Manitoba	215½	1,433	158½	879	365 25
	British Columbia	4,865	13,580	3,748	11,446	6,154 25
	P. E. Island	205	1,060	156	608	270 00
		24,035½	135,770	22,070	131,535	47,330 92
Ale, Beer and Porter, in casks and bottles.....		Imp.Galls.		Imp.Galls.		
	Ontario	20,726	8,274	26,932	11,397	3,064 47
	Quebec	53,801	27,383	44,778	23,441	5,997 43
	Nova Scotia	28,438	14,550	40,004	19,805	4,719 92
	New Brunswick.	25,113	11,068	36,637	16,464	4,063 60
	Manitoba.....	118	105	238	209	38 59
	British Columbia	17,277	12,653	16,777	15,385	2,932 76
	P. E. Island	2,527	1,338	3,486	1,792	430 40
1878.		148,000	75,371	168,852	88,493	21,247 17
Alcohol	Ontario	1	1	1	1	0 60
	Quebec	28	26	28	26	33 60
	Nova Scotia	60	46	7	20	8 40
	New Brunswick.	.....	.....	.....	.....	.....
	Manitoba .....	.....	.....	.....	.....	.....
	British Columbia	343	181	548	465	658 43
	P. E. Island .....	.....	.....	.....	.....	.....
	N. W. Territories	.....	.....	.....	.....	.....
		432	254	584	512	701 03
Brandy	Ontario	21,949	37,298	33,545	58,515	40,253 82
	Quebec	123,570	214,479	92,535	176,223	111,041 60
	Nova Scotia	43,631	72,755	38,100	65,078	45,720 40
	New Brunswick.	71,409	124,051	52,381	83,996	62,857 20
	Manitoba	4,154	7,683	6,554	9,413	7,864 80
	British Columbia	18,193	51,340	26,345	63,197	31,615 88
	P. E. Island	2,678	5,844	7,235	12,247	8,682 20
	N. W. Territories	.....	.....	.....	.....	.....
		285,584	513,450	256,695	469,669	308,035 90
Cordials.....	Ontario	199	787	152	708	273 60
	Quebec	1,645	4,873	1,157	3,129	2,082 60
	Nova Scotia	544	2,032	266	1,383	478 35
	New Brunswick.	117	414	31	108	56 70
	Manitoba	24	149	19	115	34 20
	British Columbia	821	2,757	964	3,241	1,734 87
	P. E. Island	2	6	2	6	3 60
	N. W. Territories	.....	.....	.....	.....	.....
		3,352	11,018	2,591	8,690	4,663 92

STATEMENT showing the quantities of Distilled and Fermented Liquors imported, &c., into Canada, from 1868 to 1882, &c.—Continued.

Articles.	Provinces into which Imported.	Imported.		Entered for Home Consumption.		Duty.
		Quantity.	Value.	Quantity.	Value.	
1878.		Imp. Galls.	\$	Imp. Galls.	\$	\$ cts.
Gin	Ontario	16,394	9,235	16,599	8,622	19,919 57
	Quebec	288,996	146,141	217,925	114,780	261,509 40
	Nova Scotia	20,562	8,283	29,214	12,871	35,056 40
	New Brunswick	80,532	33,310	56,418	27,565	67,701 60
	Manitoba	545	522	856	603	1,027 20
	British Columbia	9,792	9,815	11,157	11,091	13,388 80
	P. E. Island	9,127	4,442	7,114	3,568	8,536 80
	N. W. Territories					
		425,948	211,748	339,283	179,100	407,139 77
Rum	Ontario	3,654	2,507	4,741	2,778	5,689 80
	Quebec	12,090	7,432	19,433	10,279	23,319 60
	Nova Scotia	124,259	42,004	66,236	24,482	79,482 80
	New Brunswick	2,369	3,334	9,685	5,088	11,622 00
	Manitoba	1,651	939	1,276	703	1,531 20
	British Columbia	1,281	1,343	5,777	4,397	6,931 40
	P. E. Island	79	90	6,978	2,821	8,373 60
	N. W. Territories					
		145,383	57,649	114,126	50,548	136,950 40
Whiskey	Ontario	3,408	4,132	3,344	3,936	4,012 26
	Quebec	32,576	35,980	15,473	18,564	18,567 60
	Nova Scotia	29,693	29,228	23,559	23,010	28,271 14
	New Brunswick	66,715	62,412	45,544	42,872	54,653 40
	Manitoba	511	515	107	137	128 40
	British Columbia	11,316	22,667	11,284	25,019	13,541 18
	P. E. Island	11,615	10,153	10,924	10,089	13,109 40
	N. W. Territories	138	635	138	635	165 90
		155,972	165,722	110,373	124,262	132,449 28
Spirits, unenumerated.....	Ontario	2	17	2	17	3 15
	Quebec	2,543	5,526	2,386	5,414	4,294 80
	Nova Scotia	3	2	3	2	5 40
	New Brunswick	3	12	3	12	5 40
	Manitoba					
	British Columbia					
	P. E. Island					
	N. W. Territories					
		2,551	5,557	2,394	5,445	4,308 75
Ale, Beer and Porter.....	Ontario	35,426	18,287	37,308	18,775	5,876 70
	Quebec	48,515	26,534	59,311	31,260	10,498 39
	Nova Scotia	61,971	29,997	64,788	30,507	8,784 00
	New Brunswick	106,272	46,580	99,805	42,254	13,002 08
	Manitoba	2,130	1,365	1,746	988	277 50
	British Columbia	15,284	14,463	25,099	23,511	4,471 92
	P. E. Island	6,003	3,526	6,594	3,832	952 53
	N. W. Territories					
		275,601	140,757	294,651	151,127	43,863 12

STATEMENT showing the quantities of Distilled and Fermented Liquors imported, &c., into Canada, from 1868 to 1882, &c.—*Continued.*

Articles.	Provinces into which Imported.	Imported.		Entered for Home Consumption.		Duty.
		Quantity.	Value.	Quantity.	Value.	
1878.		Imp. Galls.	\$	Imp Galls	\$	\$ cts.
Wines, all kinds, except Sparkling	Ontario.....	28,946	31,176	34,220	30,126	17,923 75
	Quebec.....	275,408	165,234	257,344	161,272	115,313 67
	Nova Scotia.....	18,550	19,528	18,305	21,018	11,560 26
	New Brunswick.....	25,749	24,797	16,431	14,229	8,800 92
	Manitoba.....	2,659	3,722	1,827	2,084	1,074 96
	British Columbia.....	9,961	12,273	12,345	15,469	7,822 60
	P. E. Island.....	1,756	3,135	2,214	2,900	1,326 00
	N. W. Territories.....	23	64	23	64	11 16
		363,052	259,929	342,709	247,162	163,833 32
Wines, Sparkling, and in bottles	Ontario.....	Dozens.	11,991	Dozens.	2,243	5,405 51
	Quebec.....	11,332	88,883	10,760	82,832	24,535 51
	Nova Scotia.....	1,463	13,754	1,887	15,123	4,321 75
	New Brunswick.....	937	7,637	625	5,245	1,579 50
	Manitoba.....	170	1,179	384	2,318	838 50
	British Columbia.....	5,846	17,345	3,965	12,740	6,673 44
	P. E. Island.....	259	1,100	178	1,157	379 50
	N. W. Territories.....					
		21,998	141,139	20,042	134,247	43,733 71
1879.		Imp. Galls.		Imp. Galls.		
Alcohol	Ontario.....	50	138			
	Quebec.....	1	4	1	4	1 20
	Nova Scotia.....	4	13	57	39	68 40
	New Brunswick.....					
	Manitoba.....	2	4	1,240	594	1,488 00
	British Columbia.....	750	425	492	326	589 77
	P. E. Island.....					
	N. W. Territories.....					
		807	584	1,790	963	2,147 37
Brandy	Ontario.....	31,952	53,256	45,130	74,611	54,967 16
	Quebec.....	133,648	223,855	125,782	229,769	153,102 61
	Nova Scotia.....	38,801	63,716	45,558	80,440	55,559 19
	New Brunswick.....	43,715	70,914	49,231	83,196	59,792 83
	Manitoba.....	1,135	2,352	8,190	12,981	9,910 10
	British Columbia.....	26,083	61,405	35,622	90,570	43,280 66
	P. E. Island.....	1,657	4,325	13,595	24,025	16,389 15
	N. W. Territories.....					
		276,991	484,823	323,108	595,592	393,001 70
Cordials.....	Ontario.....	30	225	100	435	181 24
	Quebec.....	967	2,820	1,385	4,128	2,513 50
	Nova Scotia.....	435	975	169	524	303 70
	New Brunswick.....	40	259	71	378	129 80
	Manitoba.....	10	58	54	143	98 20
	British Columbia.....	498	1,573	823	2,460	1,493 64
	P. E. Island.....					
	N. W. Territories.....					
		1,980	5,910	2,602	8,068	4,720 08

STATEMENT showing the quantities of Distilled and Fermented Liquors imported, &c., into Canada, from 1868 to 1882. &c.—*Continued.*

Articles.	Provinces into which Imported.	Imported.		Entered for Home Consumption.		Duty.
		Quantity.	Value.	Quantity.	Value.	
1879.		Imp. Galls	\$	Imp. Galls	\$	\$ cts.
Gin.....	Ontario	16,437	7,368	23,245	11,770	28,256 79
	Quebec	157,646	79,632	214,127	109,990	259,571 20
	Nova Scotia.....	16,823	6,078	30,741	12,342	37,292 56
	New Brunswick..	42,502	17,826	50,605	22,266	61,529 44
	Manitoba	503	327	1,718	1,386	2,072 81
	British Columbia	13,714	13,016	15,397	15,500	18,540 27
	P. E. Island	724	374	11,894	5,627	14,288 67
	N. W. Territories					
		248,349	124,621	347,727	178,881	421,551 74
Rum	Ontario.....	5,000	3,098	8,709	4,754	10,583 30
	Quebec.....	13,028	6,977	26,451	13,697	31,892 86
	Nova Scotia.....	76,860	21,404	65,212	20,625	79,442 06
	New Brunswick..	17,703	6,521	6,716	3,642	8,166 89
	Manitoba	1,418	665	1,374	743	1,676 06
	British Columbia	3,837	2,426	6,106	4,599	7,363 31
	P. E. Island	138	295	6,489	2,136	7,937 94
	N. W. Territories					
		117,984	41,386	121,057	50,196	147,062 42
Whiskey	Ontario	6,008	6,502	6,935	7,564	8,454 38
	Quebec	28,192	34,229	23,298	28,465	28,105 57
	Nova Scotia	22,081	20,894	25,856	26,514	31,504 51
	New Brunswick..	44,080	40,207	37,461	36,460	45,388 18
	Manitoba	2	4	519	560	622 80
	British Columbia	15,183	25,528	14,839	25,489	17,951 73
	P. E. Island.....	4,023	4,430	14,186	12,702	17,148 78
	N. W. Territories	129	531	129	531	154 80
		119,698	132,325	123,223	138,285	149,330 75
Spirits unenumerated.....	Ontario	153	900	186	1,038	347 74
	Quebec	5,452	6,027	3,184	5,757	5,818 75
	Nova Scotia.....	231	125	8	27	12 95
	New Brunswick..	6	16	6	16	11 40
	Manitoba	3	5	3	5	3 98
	British Columbia	265	162	228	102	302 43
	P. E. Island.....					
	N. W. Territories					
		6,110	7,235	3,615	6,945	6,497 25
Ale, Beer and Porter	Ontario	17,925	10,450	19,714	10,991	3,305 87
	Quebec	42,388	29,386	45,763	28,444	8,013 18
	Nova Scotia.....	63,690	29,665	69,961	34,427	9,147 82
	New Brunswick..	81,383	36,137	78,919	35,083	9,946 76
	Manitoba	742	679	1,144	1,071	203 16
	British Columbia	26,497	23,556	29,835	27,625	5,309 71
	P. E. Island	3,657	2,548	5,553	3,477	833 46
	N. W. Territories					
		236,282	132,421	250,889	141,118	36,759 96

STATEMENT showing the quantities of Distilled and Fermented Liquors imported, &c., into Canada, from 1868 to 1882, &c.—*Continued.*

Articles.	Provinces into which Imported.	Imported.		Entered for Home Consumption.		Duty.
		Quantity.	Value.	Quantity.	Value.	
1879.						
Wines, all kinds, except Sparkling	Ontario	Imp.Galls	\$	Imp.Galls.	\$	\$ cts.
	Quebec	33,059	34,030	50,524	45,280	27,516 66
	Nova Scotia.....	224,164	143,540	273,623	163,244	126,354 10
	New Brunswick.....	15,909	21,598	23,879	27,074	14,917 34
	Manitoba	15,228	19,649	17,134	16,020	10,045 76
	British Columbia	832	1,414	3,157	4,230	2,104 03
	P. E. Island	18,330	21,225	14,424	18,095	8,586 71
	N. W. Territories	1,064	1,563	3,157	5,480	2,278 09
		1	4	1	4	0 72
		308,587	243,023	385,899	279,427	191,803 41
Wines, Sparkling, and in bottles	Ontario	Dozens.		Dozens.		
	Quebec	2,430	16,533	2,838	20,268	7,196 97
	Nova Scotia	7,422	68,957	8,233	71,947	22,236 98
	New Brunswick.....	752	5,736	862	6,547	2,389 83
	Manitoba	846	7,700	825	7,699	2,394 45
	British Columbia	6	33	188	952	412 00
	P. E. Island	2,149	8,563	4,367	11,850	7,082 26
	N. W. Territories	110	350	261	964	510 90
	
		13,715	107,872	17,574	120,227	42,223 39
1880.						
Brandy	Ontario.....	Imp.Galls.		Imp.Galls.		
	Quebec	19,740	39,126	34,658	63,301	50,254 68
	Nova Scotia	107,922	205,043	98,024	186,976	142,134 78
	New Brunswick.....	30,647	56,944	32,944	57,677	47,768 09
	Manitoba	22,237	39,453	27,913	52,471	40,474 22
	British Columbia	3,505	7,569	4,591	8,558	6,656 95
	P. E. Island	28,224	74,125	19,372	48,411	28,088 45
	N. W. Territories	6,728	9,805	6,724	10,874	9,749 80
		12	103	12	103	17 40
		219,015	432,168	224,238	428,371	325,144 37
Cordials.....	Ontario	451	1,787	339	1,411	643 97
	Quebec	1,976	6,783	1,506	5,314	2,861 41
	Nova Scotia	42	209	119	588	226 10
	New Brunswick.....	17	48	85	406	162 45
	Manitoba	33	101	33	101	62 70
	British Columbia	602	2,032	354	1,064	673 84
	P. E. Island .....	.....	.....	.....	.....	.....
	N. W. Territories .....	.....	.....	.....	.....	.....
		3,121	10,460	2,436	8,884	4,630 47
Gin	Ontario	29,022	13,806	27,746	13,386	36,763 14
	Quebec	262,149	113,347	222,449	100,144	294,753 61
	Nova Scotia	27,793	11,595	26,981	10,413	35,749 89
	New Brunswick.....	30,713	13,311	46,466	21,174	61,567 97
	Manitoba	883	677	1,187	667	1,572 85
	British Columbia	11,369	9,451	10,863	9,026	14,394 42
	P. E. Island.....	4,554	1,782	7,967	3,081	10,556 37
	N. W. Territories	4	21	4	21	5 30
		366,487	163,990	343,663	157,912	455,363 55

STATEMENT showing the quantities of Distilled and Fermented Liquors imported, &c., into Canada, from 1868 to 1882, &c.—Continued.

Articles.	Provinces into which Imported.	Imported.		Entered for Home Consumption.		Duty.
		Quantity.	Value.	Quantity.	Value.	
1880.		Imp. Galls	\$	Imp. Galls	\$	\$ cts.
Whiskey.....	Ontario	8,603	8,734	8,329	8,421	11,035 79
	Quebec	25,411	28,519	18,460	21,843	24,460 43
	Nova Scotia	30,149	28,685	26,298	25,478	34,845 44
	New Brunswick	28,785	27,736	33,730	33,789	44,692 45
	Manitoba	350	450	324	408	429 34
	British Columbia	9,360	14,804	9,444	15,879	12,513 40
	P. E. Island	18,697	16,711	17,041	16,070	22,579 67
	N. W. Territories	324	1,305	324	1,305	430 20
		121,679	126,944	113,950	123,193	150,986 72
Rum	Ontario	4,680	2,607	7,152	3,613	9,476 42
	Quebec	19,563	10,052	19,160	9,393	25,387 16
	Nova Scotia	133,141	38,359	62,699	17,843	83,076 10
	New Brunswick	489	889	5,504	2,507	7,292 98
	Manitoba	767	351	1,350	655	1,788 82
	British Columbia	6,557	3,975	6,982	4,282	9,250 02
	P. E. Island	53	53	13,502	3,801	17,890 19
	N. W. Territories					
		165,250	56,286	116,349	42,094	154,161 69
Spirits and Strong Waters, N.E.S.	Ontario					
	Quebec	4	6	4	6	
	Nova Scotia	1	3	1	3	
	New Brunswick					
	Manitoba	23	21	23	21	
	British Columbia	57	39	390	205	
	P. E. Island					
	N. W. Territories					
		85	69	418	235	554 44
Wines, not Sparkling.....	Ontario	24,708	29,939	48,522	48,652	33,311 82
	Quebec	349,337	246,313	320,004	233,080	183,564 67
	Nova Scotia	21,627	27,884	21,462	25,230	16,341 11
	New Brunswick	10,220	11,593	14,228	14,801	11,030 29
	Manitoba	2,276	3,603	2,850	2,724	1,867 95
	British Columbia	24,631	23,733	25,009	28,658	15,249 38
	P. E. Island	1,414	2,437	2,073	3,384	2,002 17
	N.-W. Territories	10	46	10	46	15 53
		434,223	345,548	434,158	356,575	263,382 92
do Sparkling.....		Dozens.		Dozens.		
	Ontario	1,233	7,215	1,905	12,835	8,181 00
	Quebec	10,707	87,545	8,705	72,002	41,172 47
	Nova Scotia	821	8,623	747	8,454	4,597 20
	New Brunswick	371	3,182	282	2,324	1,499 70
	Manitoba	47	400	127	1,018	581 40
	British Columbia	202	2,017	303	3,544	1,972 07
	P. E. Island	3	32	3	32	18 60
	N. W. Territories					
		13,384	109,014	12,072	100,209	58,022 44

STATEMENT showing the quantities of Distilled and Fermented Liquors imported, &c., into Canada, from 1868 to 1882, &c.—*Continued.*

Articles.	Provinces into which Imported.	Imported		Entered for Home Consumption.		Duty.
		Quantity.	Value.	Quantity.	Value.	
1880.		Dozens.	\$	Dozens.	\$	\$ cts.
Ale, Beer and Porter, in bottles	Ontario	17,658	13,012	18,841	14,002	3,391 41
	Quebec	56,539	39,721	47,261	33,876	8,507 11
	Nova Scotia	22,730	17,069	22,389	16,938	4,030 02
	New Brunswick ..	15,342	11,518	17,031	13,023	3,065 58
	Manitoba	2,576	1,737	4,136	2,823	744 48
	British Columbia	16,349	16,203	21,553	20,332	3,879 54
	P. E. Island	2,614	1,814	2,213	1,609	398 34
	N.-W. Territories	87	147	87	147	15 66
		133,895	101,221	133,511	102,750	24,032 14
Ale, Beer and Porter, in casks	Ontario	Imp. Galls.	3,344	Imp. Galls.	3,424	1,275 25
	Quebec	12,482	1,312	12,752	1,001	252 80
	Nova Scotia	3,488	14,369	2,528	15,120	3,807 40
	New Brunswick ..	36,497	9,710	38,074	10,957	2,472 30
	Manitoba	23,076	25	24,723	25	7 20
	British Columbia	72	523	72	498	117 70
	P. E. Island	1,121	752	1,177	844	205 00
	N. W. Territories	1,834		2,050		
		78,570	30,035	81,376	31,869	8,137 65
1881.						
Brandy	Ontario	19,285	38,851	41,421	74,410	60,044 80
	Quebec	175,879	320,936	120,849	239,997	175,229 89
	Nova Scotia	42,673	75,564	33,577	62,217	48,686 08
	New Brunswick ..	19,783	34,586	35,588	63,093	51,603 48
	Manitoba	3,278	4,484	7,534	13,095	10,924 44
	British Columbia	16,729	42,950	20,219	53,764	29,317 71
	P. E. Island	4,997	8,571	6,402	9,758	9,282 90
	N. W. Territories	18	145	18	145	26 36
		282,642	526,087	265,608	516,479	385,115 66
Cordials	Ontario	2,833	3,874	313	1,188	595 63
	Quebec	2,930	8,007	2,061	6,802	3,915 88
	Nova Scotia	59	423	45	274	86 68
	New Brunswick ..	37	253	56	306	106 49
	Manitoba	195	786	108	335	205 20
	British Columbia	639	2,621	695	2,710	1,319 36
	P. E. Island	2	7	2	7	3 80
	N. W. Territories					
		6,695	15,971	3,280	11,622	6,233 04
Gin	Ontario	12,522	6,575	29,768	14,144	39,442 64
	Quebec	263,556	121,836	231,157	109,093	306,286 15
	Nova Scotia	29,444	12,355	29,919	12,762	39,643 87
	New Brunswick ..	55,875	23,601	51,049	21,717	67,633 16
	Manitoba	113	73	2,260	1,271	2,994 94
	British Columbia	7,900	7,005	10,203	8,210	13,518 87
	P. E. Island	2,696	1,058	5,515	2,320	7,307 50
	N. W. Territories	3	15	3	15	3 98
		372,109	172,518	359,874	169,532	476,831 11

STATEMENT showing the quantities of Distilled and Fermented Liquors imported, &c., into Canada, from 1868 to 1882, &c.—*Continued.*

Articles.	Provinces into which Imported.	Imported.		Entered for Home Consumption.		Duty.
		Quantity.	Value.	Quantity.	Value.	
1881.		Imp. Galls.	\$	Imp. Galls.	\$	\$
Rum	Ontario	6,559	4,161	9,351	5,324	12,390 20
	Quebec ..	21,839	14,113	24,212	13,769	32,081 09
	Nova Scotia	149,994	62,223	62,200	24,985	82,415 32
	New Brunswick.	2,102	1,469	5,910	2,841	7,832 99
	Manitoba.....	1	2	2,482	1,257	3,288 75
	British Columbia	6,847	4,226	6,673	4,494	8,931 22
	P. E. Island	109	191	7,792	2,811	10,324 38
	N. W. Territories					
		187,451	86,385	118,620	55,481	157,263 95
Whiskey	Ontario	9,741	10,018	10,687	10,953	14,160 66
	Quebec	50,894	40,816	25,058	25,956	33,203 81
	Nova Scotia.....	43,265	40,258	33,404	33,361	44,262 24
	New Brunswick.	57,149	50,798	44,659	41,453	59,173 12
	Manitoba.....	479	634	1,692	1,979	2,242 02
	British Columbia	5,105	9,286	8,074	13,592	10,698 05
	P. E. Island.....	16,827	15,065	19,366	17,261	25,660 75
	N. W. Territories	341	1,491	341	1,491	452 81
		183,801	168,366	143,281	149,686	189,853 46
Spirits, unenumerated.	Ontario.....					
	Quebec.....	96	93	110	102	145 76
	Nova Scotia.....					
	New Brunswick.	54,510	14,886		1	0 34
	Manitoba.....	1	8	1	8	1 33
	British Columbia	744	411	692	366	916 11
	P. E. Island	1	2	1	2	1 33
	N. W. Territories					
		55,362	15,400	804	479	1,064 87
Ale, Beer and Porter, in bottles.....	Ontario.....	Dozens.		Dozens.		
	Quebec.....	25,204	18,120	25,335	18,331	4,559 26
	Quebec.....	62,357	46,086	55,569	40,560	10,002 51
	Nova Scotia.....	23,864	16,901	24,512	17,192	4,411 62
	New Brunswick.	29,652	20,180	26,217	18,366	4,719 06
	Manitoba.....	15,113	11,079	19,337	14,059	3,480 66
	British Columbia	14,100	14,075	17,118	17,127	3,081 24
	P. E. Island.....	815	612	1,975	1,395	355 50
	N. W. Territories	137	205	137	205	24 68
		171,242	127,258	170,200	127,235	30,634 53
Ale, Beer and Porter, in casks.....	Ontario.....	Imp. Galls.		Imp. Galls.		
	Quebec.....	8,728	2,860	7,180	2,402	718 00
	Quebec.....	4,273	1,781	4,273	1,781	427 30
	Nova Scotia.....	30,773	12,138	31,943	12,546	3,194 30
	New Brunswick..	32,831	13,796	32,233	13,816	3,223 30
	Manitoba.....	108	47	108	47	10 80
	British Columbia	1,241	603	795	380	79 50
	P. E. Island	1,906	742	1,636	640	163 60
	N. W. Territories	23	29	23	29	2 35
		79,883	31,996	78,191	31,641	7,819 15

STATEMENT showing the quantities of Distilled and Fermented Liquors imported, &c.,
Canada, from 1863 to 1882, &c.—*Continued.*

Articles.	Provinces into which Imported.	Imported.		Entered for Home Consumption.		Duty.
		Quantity.	Value.	Quantity.	Value.	
1881.		Imp. Galls.	\$	Imp. Galls.	\$	\$ cts.
Wines, in wood.....	Ontario.....	63,308	76,629	58,352	73,379	47,433 15
	Quebec.....	489,240	458,360	384,383	345,475	248,965 32
	Nova Scotia.....	24,825	37,912	28,189	36,760	23,466 04
	New Brunswick..	15,217	17,554	15,580	19,258	13,441 19
	Manitoba.....	5,184	16,462	10,638	23,621	13,688 21
	British Columbia	33,661	29,911	34,098	37,738	20,551 95
	P. E. Island.....	570	785	1,475	2,013	1,336 23
	N. W. Territories	7	36	7	36	14 46
		632,012	637,649	532,722	538,280	366,876 55
		Dozens.		Dozens.		
Wines, Sparkling.....	Ontario.....	1,833	7,132	1,621	7,124	4,505 70
	Quebec.....	10,213	58,388	6,725	38,189	21,538 70
	Nova Scotia.....	342	2,106	338	1,989	1,132 95
	New Brunswick..	93	504	45	270	148 50
	Manitoba.....	872	6,277	1,507	10,634	5,620 20
	British Columbia	200	2,527	312	3,767	2,066 10
	P. E. Island.....	2	12	4	27	14 10
	N. W. Territories					
1882.		13,555	76,946	10,552	62,000	35,026 25
Brandy.....		Imp. Galls.		Imp. Galls.		
	Ontario.....	10,285	38,851	41,421	74,410	60,044 80
	Quebec.....	175,879	320,936	120,849	239,997	175,229 89
	Nova Scotia.....	42,673	75,564	33,577	62,217	48,686 08
	New Brunswick..	19,783	34,586	35,588	63,093	51,603 48
	Manitoba.....	3,278	4,484	7,534	13,095	10,924 44
	British Columbia	16,729	42,950	20,219	53,764	29,317 71
	P. E. Island.....	4,997	8,571	6,402	9,758	9,282 90
	N. W. Territories	18	145	18	145	26 36
		282,642	526,087	265,608	516,479	385,115 66
Cordials.....	Ontario.....	2,833	3,874	313	1,188	595 63
	Quebec.....	2,930	8,007	2,061	6,802	3,915 88
	Nova Scotia.....	59	423	45	274	86 68
	New Brunswick..	37	253	56	306	106 49
	Manitoba.....	195	786	108	335	205 20
	British Columbia	639	2,621	695	2,710	1,319 36
	P. E. Island.....	2	7	2	7	3 80
	N. W. Territories					
		6,695	15,971	3,280	11,622	6,233 04
Gin.....	Ontario.....	12,522	6,575	29,768	14,144	39,442 64
	Quebec.....	263,556	121,836	231,157	109,093	306,286 15
	Nova Scotia.....	29,444	12,355	29,919	12,762	39,643 87
	New Brunswick..	55,875	23,601	51,049	21,717	67,633 16
	Manitoba.....	113	73	2,260	1,271	2,994 94
	British Columbia	7,900	7,005	10,203	8,210	13,518 87
	P. E. Island.....	2,696	1,058	5,515	2,320	7,307 50
	N. W. Territories	3	15	3	15	3 98
		372,109	172,518	359,874	169,532	476,831 11

STATEMENT showing the quantities of Distilled and Fermented Liquors imported, &c., into Canada, from 1868 to 1882, &c.—*Continued.*

Articles.	Provinces into which Imported.	Imported.		Entered for Home Consumption.		Duty.
		Quantity.	Value.	Quantity.	Value.	
1882.		Imp. Galls.	\$	Imp. Galls.	\$	\$ cts.
Rum.....	Ontario	6,559	4,161	9,351	5,324	12,390 20
	Quebec	21,889	14,113	24,212	13,769	32,081 09
	Nova Scotia	149,994	62,223	62,200	24,985	82,415 32
	New Brunswick.....	2,102	1,469	5,910	2,841	7,832 99
	Manitoba	1	2	2,482	1,257	3,788 75
	British Columbia.....	6,847	4,226	6,673	4,494	8,931 22
	P. E. Island	109	191	7,792	2,811	10,324 38
	N. W. Territories					
		187,451	86,385	118,620	55,481	157,263 95
Whiskey.....	Ontario	9,741	10,018	10,687	10,953	14,160 66
	Quebec	50,894	40,816	25,058	29,596	33,203 81
	Nova Scotia	43,265	40,258	33,404	33,361	44,262 24
	New Brunswick.....	57,179	50,798	44,659	41,453	59,173 12
	Manitoba	479	634	1,692	1,979	2,242 02
	British Columbia.....	5,105	9,286	8,074	13,592	10,698 05
	P. E. Island	16,827	15,065	19,366	17,261	25,660 75
	N. W. Territories	341	1,491	341	1,491	452 81
		183,801	168,366	143,281	149,686	189,853 46
Spirits, unenumerated, not sweetened or mixed	Ontario					
	Quebec	96	93	110	102	145 76
	Nova Scotia					
	New Brunswick.....	54,510	14,886		1	0 34
	Manitoba	1	8	1	8	1 33
	British Columbia.....	744	411	692	366	916 11
	P. E. Island	1	2	1	2	1 33
	N. W. Territories					
		55,352	15,400	804	479	1,064 87
Spirits and Strong Waters, N.E.S.	Ontario	1,023	2,577	258	1,400	491 62
	Quebec	5,149	5,571	541	1,219	1,027 42
	Nova Scotia	4	12	4	12	7 41
	New Brunswick.....	10	96	10	96	19 00
	Manitoba	5	23	5	23	9 50
	British Columbia.....	2	13	2	13	3 80
	P. E. Island					
	N. W. Territories	11	78	11	78	20 90
		6,204	8,370	831	2,841	1,579 65
Ale, Beer and Porter.....	Ontario	33,932	20,980	32,515	20,733	5,277 26
	Quebec	66,630	47,867	59,842	42,341	10,429 81
	Nova Scotia	54,637	29,039	56,455	29,738	7,605 92
	New Brunswick.....	62,483	33,976	58,450	32,182	7,942 36
	Manitoba	15,221	11,126	19,445	14,106	3,491 46
	British Columbia.....	15,341	14,678	17,913	17,507	3,160 74
	P. E. Island	2,721	1,354	3,611	2,035	519 10
	N. W. Territories	160	234	160	234	27 03
		251,125	159,254	248,391	158,876	38,453 68

STATEMENT showing the quantities of Distilled and Fermented Liquors imported, &c. into Canada, from 1868 to 1882, &c.—*Concluded.*

Articles.	Provinces into which Imported.	Imported.		Entered for Home Consumption.		Duty.
		Quantity.	Value.	Quantity.	Value.	
1882.		Imp. Galls.	\$	Imp. Galls.	\$	\$ cts
Wines of all kinds, except Sparkling	Ontario	61,944	65,112	57,119	62,092	39,949 25
	Quebec	480,708	365,540	379,475	283,749	214,118 72
	Nova Scotia	24,490	32,851	27,794	31,659	20,617 08
	New Brunswick	14,823	14,101	15,954	16,232	11,791 85
	Manitoba	4,448	6,854	9,668	11,361	7,083 21
	British Columbia	33,554	28,405	33,992	36,346	19,816 29
	P. E. Island	570	785	1,474	1,999	1,329 03
	N. W. Territories	8	36	8	36	14 46
		620,545	513,684	525,484	443,474	314,719 89
Wines, Sparkling	Ontario	Dozens. 3,445	19,217	Dozens. 3,022	18,801	12,213 30
	Quebec	18,745	151,208	12,313	100,417	56,971 10
	Nova Scotia	815	7,385	789	7,175	4,043 25
	New Brunswick	487	5,957	460	4,051	2,529 30
	Manitoba	1,608	15,885	2,476	22,894	12,205 20
	British Columbia	307	4,033	418	5,159	2,801 76
	P. E. Island	2	12	5	41	21 30
	N. W. Territories					
		25,409	201,697	19,483	158,538	90,785 21

SUMMARY STATEMENT of Distilled and Fermented Liquors imported and entered for consumption in the Dominion of Canada, in each year, from 1868 to 1882 inclusive.

Articles.	Imported.		Entered for Home Consumption.		Duty Collected.
	Quantity.	Value.	Quantity.	Value.	
1868.	Imp. Galls.	\$	Imp. Galls.	\$	\$ cts.
Alcohol	152,200	59,896	124,536	47,981	108,148 40
Brandy	247,473	389,789	297,983	463 132	275,411 99
Cordials	12,933	14,154	8,524	11,039	6,168 33
Gin	475,984	269,056	414,765	227,040	364,597 12
Rum	347,489	191,114	278,284	158,782	253,017 56
Whiskey	175,035	136,973	166,552	129,344	134,606 88
Total Spirits	1,411,114	1,060,982	1,290,654	1,037,318	1,141,950 28
Ale, Beer and Porter	233,386	122,053	199,704	99,798	19,141 35
Wines	Doz. Imp. Galls. 8,774 486,146	582,826	Doz. Imp. Galls. 7,163 473,772	561,095	146,312 10
Grand Total for year	Doz. 8,774 Imp. Galls. 2,130,646	1,765,861	Doz. 7,163 Imp. Galls. 1,964,130	1,698,211	1,307,403 73
1869.	Imp Galls		Imp. Galls.		
Alcohol	1,429	1,248	2,983	2,230	2,863 62
Brandy	287,126	431,235	167,382	247,044	160,657 51
Cordials	1,010	2,848	1,666	3,532	2,398 20
Gin	476,055	253,416	359,134	206,774	344,773 65
Rum	243,679	133,176	228,504	124,699	219,750 01
Whiskey	135,362	130,273	88,339	88,833	84,838 37
Total Spirits	1,144,661	952,196	848,008	673,112	815,281 36
Ale, Beer and Porter	206,802	106,410	200,926	109,501	26,132 14
Wines	473,785	454,458	411,089	399,236	129,178 63
Grand Total for year	1,825,248	1,513,064	1,460,023	1,181,849	970,592 13
1870.					
Alcohol	380,184	493,202	252,197	373,556	242,278 68
Brandy	1,302	3,083	1,429	3,423	2,063 50
Cordials	410,845	195,443	394,173	206,595	378,394 69
Gin	259,262	142,636	182,088	104,827	175,604 20
Rum	139,445	124,617	109,655	107,248	105,269 82
Whiskey	5,486	4,210	1,937	1,952	2,084 88
Spirits, unenumerated					
Total Spirits	1,196,524	963,191	941,479	797,601	905,695 77
Ale, Beer and Porter	178,610	93,071	188,024	92,917	23,457 56
Wines	796,457	601,491	562,441	478,789	170,547 66
Grand Total for Year	2,171,591	1,657,753	1,691,944	1,369,307	1,099,700 99

SUMMARY STATEMENT—Continued.

Articles.	Imported.		Entered for Home Consumption.		Duty Collected.
	Quantity.	Value.	Quantity.	Value.	
1871.	Imp. Galls.	\$	Imp. Galls.	\$	\$ cts
Alcohol.....	554	749	1,350	1,637	451 84
Brandy.....	452,247	696,899	293,231	421,595	279,256 16
Cordials.....	1,894	4,362	1,412	3,191	1,926 01
Gin.....	759,846	358,145	478,722	233,911	459,054 80
Rum.....	244,255	142,392	185,147	103,623	175,535 77
Whiskey.....	145,567	131,479	122,834	116,677	114,557 94
Spirits, unenumerated.....	341	799	1,495	1,288	1,551 40
Total Spirits.....	1,604,704	1,334,825	1,084,191	881,922	1,032,333 92
Ale, Beer and Porter.....	244,900	125,071	254,514	115,444	28,988 51
Wines.....	671,291	595,792	599,741	499,065	195,842 15
Grand Total for Year.....	2,520,895	2,055,688	1,938,446	1,496,431	1,257,164 58
1872.					
Alcohol.....	1,588	1,296	729	900	699 11
Brandy.....	626,575	935,436	433,406	614,616	428,032 18
Cordials.....	2,579	7,682	2,490	8,714	3,816 46
Gin.....	473,698	240,500	518,995	259,081	490,453 12
Rum.....	241,372	142,941	212,614	122,556	202,431 87
Whiskey.....	159,606	158,942	150,251	147,437	145,325 03
Spirits, unenumerated.....	1,718	5,321	3,330	6,119	2,295 79
Total Spirits.....	1,507,136	1,492,118	1,320,915	1,159,423	1,281,853 56
Ale, Beer and Porter.....	385,894	208,423	304,734	161,804	40,021 20
Wines of all kinds.....	1,065,158	909,167	780,820	674,210	258,311 91
Grand Total for Year.....	2,958,188	2,609,708	2,406,469	1,995,437	1,580,186 67
1873.					
Alcohol.....	1,165	644	8,009	6,144	3,305 78
Brandy.....	586,220	874,110	479,316	716,358	449,154 40
Cordials.....	4,360	12,956	3,271	10,674	4,613 62
Gin.....	566,765	324,136	510,492	273,999	488,685 57
Rum.....	276,110	153,184	214,652	121,960	198,491 46
Whiskey.....	150,246	162,473	157,952	163,479	141,892 53
Spirits, unenumerated.....	1,361	7,464	1,398	7,427	2,013 17
Total Spirits.....	1,586,227	1,534,967	1,375,090	1,300,041	1,288,156 53
Ale, Beer and Porter.....	358,299	204,994	369,393	202,608	40,709 11
Wines of all kinds.....	918,640	772,145	730,890	639,970	245,276 75
Grand Total for Year.....	2,863,166	2,512,106	2,475,373	2,142,619	1,582,142 39

SUMMARY STATEMENT—Continued.

Articles.	Imported.		Entered for Home. Consumption.		Duty Collected.
	Quantity.	Value.	Quantity.	Value.	
1874.	Imp. Galls.	\$	Imp. Galls.	\$	\$ cts.
Alcohol	3,972	2,940	2,616	1,999	2,849 27
Brandy	502,173	878,665	596,757	919,752	582,169 67
Cordials	4,504	14,013	4,440	13,329	6,903 46
Gin	538,231	295,323	549,890	12,669	547,091 26
Rum	269,468	141,392	222,607	115,794	220,897 31
Whiskey	162,182	188,939	179,047	134,251	177,490 81
Spirits, unenumerated	2,463	11,227	2,550	11,671	3,750 49
Total Spirits	1,482,993	1,532,499	1,555,907	1,269,465	1,541,152 27
Ale, Beer and Porter	490,711	285,025	415,651	244,173	55,874 41
Wines, in wood	653,883	547,179	876,388	764,856	310,461 43
do in bottles	Doz. 20,048	105,748	Doz. 7,267	46,107	14,860 91
Total Wines		652,927		810,963	325,322 34
Grand Total for Year	{ 20,048 Imp. Galls. 2,627,587	{ 2,470,451	{ 7,267 Imp. Galls. 2,849,946	{ 2,324,601	{ 1,922,349 02
1875.	Imp. Galls.		Imp. Galls.		
Alcohol	1,572	977	2,403	1,382	2,587 19
Brandy	488,379	853,959	345,106	631,919	414,127 15
Cordials	3,606	12,902	3,526	12,950	6,343 06
Gin	494,987	266,167	455,189	252,621	534,224 92
Rum	175,085	99,353	158,238	85,263	189,881 63
Whiskey	146,451	163,135	129,792	149,616	155,753 20
Spirits, unenumerated	2,614	5,671	2,889	5,549	4,297 34
Total Spirits	1,322,694	1,402,164	1,086,643	1,139,400	1,307,510 49
Ale, Beer and Porter	434,245	242,526	390,636	208,157	49,754 93
Wines, in wood	629,167	434,213	430,478	329,204	221,490 28
do in bottles	Dozens. 27,535	199,373	Dozens. 21,419	154,334	50,590 41
Total Wines		633,586		483,538	272,080 69
Grand Total for Year	{ Dozens. 27,535 Imp. Galls. 2,386,106	{ 2,278,276	{ Dozens. 21,419 Imp. Galls. 1,916,757	{ 1,831,095	{ 1,629,346 11

SUMMARY STATEMENT—Continued.

Articles.	Imported.		Entered for Home Consumption.		Duty Collected.
	Quantity.	Value.	Quantity.	Value.	
1876.	Imp. Galls.	\$	Imp. Galls.	\$	\$ cts
Alcohol.....	456	425	994	710	1,198 90
Brandy.....	359,723	534,539	480,992	824,310	577,194 45
Cordials.....	2,892	10,160	3,371	11,675	6,069 51
Gin.....	358,690	182,039	474,411	258,379	569,296 09
Rum.....	161,941	80,914	144,506	75,550	173,408 10
Whiskey.....	123,901	128,484	145,386	165,600	174,469 92
Spirits, unenumerated.....	2,397	5,076	2,188	4,767	3,931 65
Total, Spirits	1,013,000	941,667	1,251,848	1,340,991	1,506,568 62
Ale, Beer and Porter.....	272,469	141,484	320,234	169,380	40,651 44
Wines	Dozens. 20,566 Imp. Galls 491,226	432,744	Dozens. 25,751 Imp. Galls 637,802	577,264	348,937
Grand Total for Year	Dozens. 20,566 Imp. Galls 1,776,695	1,515,895	Dozens. 25,751 Imp. Galls 2,209,884	2,087,635	1,895,157 06
1877.	Imp. Galls.		Imp. Galls.		
Alcohol.....	2,438	1,465	1,711	948	2,054 67
Brandy.....	300,987	524,328	296,573	494,943	355,888 23
Cordials.....	2,958	9,513	2,513	8,349	4,526 80
Gin.....	434,255	222,068	342,772	174,563	411,331 26
Rum.....	227,290	97,244	154,510	67,900	185,413 31
Whiskey.....	133,336	131,693	121,037	127,500	145,246 24
Spirits, unenumerated	2,772	5,205	2,800	5,319	5,036 40
Total, Spirits.....	1,103,986	991,516	921,916	879,522	1,109,496 91
Ale, Beer and Porter.....	148,000	75,371	168,852	88,493	21,247 17
Wines.....	Dozens. 24,035 Imp. Galls 411,456	431,553	Dozens. 22,070 Imp. Galls 357,506	400,604	226,139 97
Grand Total for Year.....	Dozens. 24,035 Imp. Galls 1,663,442	1,498,040	Dozens. 22,070 Imp. Galls 1,448,274	1,368,619	1,356,884 05

SUMMARY STATEMENT—Continued.

Articles.	Imported.		Entered for Home Consumption.		Duty Collected.
	Quantity.	Value.	Quantity.	Value.	
1878.	Imp. Galls.	\$	Imp. Galls.	\$	\$ cts.
Alcohol	432	254	584	512	701 03
Brandy	285,584	513,450	256,695	469,669	308,035 90
Cordials	3,352	11,018	2,591	8,690	4,663 92
Gin	425 948	211,748	339,283	179,100	407,139 77
Rum	145,383	57,649	114,126	50,548	136,950 40
Whiskey	155,972	165,722	110,373	124,262	132,449 28
Spirits, unenumerated	2,551	5,557	2,394	5,445	4,308 75
Total Spirits	1,019,222	965,398	826,046	838,226	994,249 05
Ale, Beer and Porter	275,601	140,757	294,651	151,127	43,863 12
Wines, not Sparkling	363,052	259,929	342,709	247,162	163,833 32
do Sparkling and in bottle	Dozens. 21,998	141,139	Dozens 20,042	134,247	42,344 46
Total Wines		401,068		381,409	206,177 78
Grand Total for year	Dozens. 21,998 Imp. Galls. 1,657,875	} 1,507,223	Dozens. 20,042 Imp. Galls. 1,463,496	} 1,370,762	1,244,289 95
1879.	Imp. Galls.		Imp. Galls.		
Alcohol	807	584	1,790	963	2,147 37
Brandy	276,991	484,823	323,108	595,592	393,001 70
Cordials	1,980	5,910	2,602	8,068	4,720 08
Gin	248,349	124,621	347,727	178,881	421,551 74
Rum	117,984	41,396	111,057	50,196	147,062 42
Whiskey	119,698	132,325	123,223	138,285	149 330 75
Spirits, unenumerated	6,110	7,235	3,615	6,945	6 497 25
Total Spirits	771,919	796,884	923,122	978,930	1,124,311 31
Ale, Beer and Porter	236,251	132,421	250,880	141,118	36,759 96
Wines, not Sparkling	308,587	243,023	385,899	279,427	191,803 41
do Sparkling and in bottle	Dozens. 13,715	107,872	Dozens 17,574	120,227	42,223 39
Total Wines		350,895		399,654	234,026 80
Grand Total for year	Dozens. 13,715 Imp Galls 1,316,758	} 1,280,200	Dozens. 17,574 Imp. Galls. 1,519,702	} 1,519,702	1,395,098 07

SUMMARY STATEMENT--Continued.

Articles.	Imported.		Entered for Home Consumption.		Duty Collected
	Quantity.	Value.	Quantity.	Value.	
1880.	Imp. Galls	\$	Imp. Galls.	\$	\$ ct.
Brandy.....	219,015	432,168	224,238	422,371	325,144 37
Cordials.....	3,121	10,460	2,436	8,884	4,630 47
Gin.....	366,487	163,990	343,663	157,912	455,363 52
Rum.....	165,250	56,286	116,349	42,694	154,161 88
Whiskey.....	121,679	126,944	113,950	123,193	150,986 72
Spirits, unenumerated.....	85	69	418	235	554 44
Total Spirits.....	875,637	789,917	801,054	760,689	1,090,841 24
Ale, Beer and Porter.....	212,465	131,256	214,887	134,619	32,169 79
Wines, not Sparkling.....	434,223	345,548	434,158	356,575	263,382 92
do Sparkling.....	Dozens. 13,384	109,014	Dozens. 12,072	100,209	58,022 44
Total Wines.....		454,562		456,784	321,405 36
Grand Total for Year.....	{ 1,522,325 Dozens. 13,384 }	1,375,735	{ 1,450,099 Dozens. 12,072 }	1,352,092	1,444,416 36
1881.	Imp. Galls.		Imp. Galls.		
Brandy.....	282,642	526,087	265,618	516,479	385,115 66
Cordials.....	6,695	15,971	3,280	11,622	6,233 04
Gin.....	372,109	172,518	359,874	169,532	476,831 11
Rum.....	187,451	86,385	118,620	55,481	157,263 95
Whiskey.....	183,801	168,366	143,281	149,686	189,853 46
Spirits, unenumerated.....	55,342	15,400	804	479	1,064 87
Total Spirits.....	1,088,050	984,727	891,467	903,279	1,216,362 08
Ale, Beer and Porter.....	251,125	159,254	248,391	158,876	38,453 68
Wines, not Sparkling.....	632,012	637,649	532,722	538,280	366,876 55
do Sparkling.....	Dozens 13,555	76,946	Dozens. 10,552	62,000	35,026 25
Total Wines.....		714,595		600,280	401,902 80
Grand Total for Year.....	{ Imp. Galls. 1,971,187 Dozens. 13,555 }	1,858,576	{ Imp. Galls. 1,672,580 Dozens. 10,552 }	1,662,435	1,656,718 57

SUMMARY STATEMENT—Continued.

Articles.	Imported.		Entered for Home Consumption.		Duty Collected.
	Quantity.	Value.	Quantity.	Value.	
1882.	Imp. Galls.	\$	Imp. Galls.	\$	\$ cts.
Brandy	282,642	526,087	265,608	516,479	385,115 66
Cordials	6,695	15,971	3,280	11,622	6,233 04
Gin	372,109	172,518	359,874	169,532	476,831 11
Rum	187,451	86,385	118,620	55,481	157,263 95
Whiskey	183,801	168,366	143,281	149,686	189,853 46
Spirits, unenumerated	55,352	15,400	804	479	1,064 87
Spirits and Strong Waters	6,204	8,370	831	2,841	1,579 65
Total Spirits ..	1,094,254	993,097	892,298	906,120	1,217,941 74
Ale, Beer and Porter	251,125	159,254	248,391	158,876	38,453 68
Wines, not Sparkling	Imp. Galls. 620,545	513,684	Imp. Galls. 525,484	443,474	314,719 89
do Sparkling	Dozens. 25,409	201,697	Dozens. 19,483	158,538	90,785 21
Total Wines .....	.....	715,381	.....	602,012	405,505 10
Grand Total for year	Dozens. 25,409 Imp. Galls. 1,965,924	1,867,732	Dozens. 19,483 Imp. Galls. 1,666,173	1,667,008	1,661,900 52

RECAPITULATION.

Articles.	Year.	Imported.		Entered for Home Consumption.		Duty.
		Quantity.	Quantity.	Quantity.	Value.	
Spirits and Fermented Liquors and Wines of all kinds.	1868	Dozens. 8,744	Imp. Gall. 2,130,646	Dozens. 7,163	Imp. Gall. 1,964,130	\$ 1,307,403 73
	1869	.....	1,825,248	.....	1,460,023	970,592 13
	1870	.....	2,171,591	.....	1,691,944	1,069,700 99
	1871	.....	2,620,895	.....	1,938,446	1,257,164 58
	1872	.....	2,958,188	.....	2,406,469	1,580,186 67
	1873	.....	2,863,166	.....	2,475,373	1,582,142 39
	1874	20,048	2,627,587	7,367	2,142,619	1,582,142 39
	1875	27,335	2,386,166	21,419	2,374,601	1,922,346 11
	1876	20,565	1,776,695	25,751	1,916,757	1,629,346 11
	1877	24,035	1,663,443	22,070	2,209,884	1,895,157 06
	1878	21,998	1,657,875	20,042	1,448,274	1,356,884 05
	1879	13,715	1,316,758	17,574	1,465,406	1,214,289 95
	1880	13,384	1,280,200	12,073	1,555,910	1,395,698 07
	1881	13,555	1,522,325	10,557	1,450,099	1,441,416 39
	1882	25,409	1,971,187	19,483	1,672,580	1,658,718 57
Total for fifteen years		189,019	31,357,633	163,398	1,667,173	1,631,960 52
					28,173,414	22,003,350 23
					25,067,803	

J. JOHNSON, Commissioner of Customs.

CUSTOMS DEPARTMENT, OTTAWA, 21st March, 1883.

RETURN

(59a)

To an ORDER of the HOUSE OF COMMONS, dated 14th March, 1883;—For Copies of any Petitions from the Province of Quebec, on the subject of proposed Legislation as to the sale of Intoxicating Liquors.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
10th April, 1883.

Acting Secretary of State.

RETURN

(59b)

To an ADDRESS of the HOUSE OF COMMONS, dated 2nd April, 1883;—For Copies of Despatches on the subject of Canadian and Provincial Laws, as to the imposition of restrictions on the sale of Intoxicating Drinks, and of Reports, and Orders in Council in reference to such despatches.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
10th April, 1883.

Acting Secretary of State.

RETURN

(60)

To an ADDRESS of the HOUSE OF COMMONS, dated 28th February, 1883;—
For Copies of all Correspondence respecting the appointment of
Honorable Hector Fabre, to the position he now occupies in France,
with Copies of all Commissions and Instructions issued to him by
direction of the Government: Also Statement showing the duties
required of him, and the salary and commission paid or to be paid for
such services, as well as a statement of all other expenses and contingencies;
Also Copies of all Reports made by the Honorable Hector Fabre,
with any Official papers showing the results of the Mission.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
5th March, 1883.

Acting Secretary of State.

RETURN

(61)

To an ORDER of the HOUSE OF COMMONS, dated 26th February, 1883;—For
Copies of all Correspondence between any Member of the Government
and any Licensed Victuallers, or any one on behalf of any organization
of Licensed Victuallers; and of all Petitions, Memorials or Resolutions
presented by any such person on the subject of Legislation affecting
the sale of Liquors.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
5th March, 1883.

Acting Secretary of State.

[In accordance with the recommendation of the Joint Committee on Printing,
the above Returns are not printed]

RETURN

(62)

To an ADDRESS of the HOUSE OF COMMONS, dated 7th March, 1883;—For Copies of all Correspondence with, and Petitions from Municipalities, referring to the appointment of Dominion Bailiffs, to convey prisoners from the County Gaols to the Penitentiaries.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,

Acting Secretary of State.

27th March, 1883.

SUPPLEMENTARY RETURN

(62a)

To an ADDRESS of the HOUSE OF COMMONS, dated 7th March, 1883;—For Copies of all Correspondence with, and Petitions from Municipalities, referring to the appointment of Dominion Bailiffs, to convey prisoners from the County Gaols, to the Penitentiaries.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,

Acting Secretary of State.

11th April, 1883.

[In accordance with the recommendation of the Joint Committee on Printing, the above Return and Supplementary Return are not printed.]

STATEMENT

(63)

Of the Supreme Court of Canada, that Schedule D, annexed to the Rules of that Court, be amended;—and that an allowance shall be taxed by the Registrar to the duly entered Agent in any Appeal, in the discretion of the Registrar, to \$20.

[In accordance with the recommendation of the Joint Committee on Printing, the above Statement is not printed.]

RETURN

(64.)

To an ORDER of the HOUSE OF COMMONS, dated 27th February, 1883;—
For Copies of all Correspondence between any Members of this House,
or other persons, and the Government, in relation to the Hydrographical
Survey of the Great Lakes, the River and Gulf of St. Lawrence, and
the other Maritime Coasts of Canada.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
3rd April, 1883.

Acting Secretary of State.

CONTENTS.

Letter 30th August, 1877—	Captain Parsons to the Minister of Marine.
“ 7th September “	The Deputy Minister to Captain Parsons.
“ 20th “ “	Captain Parsons to the Deputy Minister.
“ 3rd July, 1878—	do do do
“ 10th October “	The Deputy to Captain Parsons.
“ 28th “ “	do do
“ 21st December “	S. J. Dawson, M.P., to the Deputy.
“ 26th March, 1879—	do do do
“ 31st “ “	do do do
“ 9th April “	The Deputy to S. J. Dawson, M.P.
“ “ “	The Deputy to Captain Evans.
“ 17th May “	Captain Evans to Deputy.
“ 9th June “	The Deputy to S. J. Dawson, M.P.
“ “ “	The Deputy to Captain Parsons.
“ “ “	The Deputy to Captain Symes.
“ 19th “ “	Captain Evans to the Deputy.
“ 25th “ “	S. J. Dawson, M.P., to the Deputy.
“ 27th “ “	The Deputy to S. J. Dawson, M.P.
“ 4th March, 1880—	S. J. Dawson, M.P., to the Minister.
“ 17th “ “	The Deputy to S. J. Dawson, M.P.
“ 26th October 1882—	The Deputy to Captain Scott.
“ 27th “ “	The Deputy to Captain Collins.
“ 30th “ “	Captain Scott to the Deputy.
“ 31st “ “	Captain Collins to the Deputy.
“ 27th November “	do do
“ 5th December “	The Deputy to Captain Collins.
“ 16th “ “	The Minister to Hon. Sir A. T. Galt.
“ 4th January, 1883—	Hon. Sir A. T. Galt to the Minister.
“ 5th “ “	do do do
“ 3rd February “	do do do
“ 14th “ “	Hon. P. Fortin to the Minister.
“ 22nd “ “	The Deputy to Captain Scott.
“ 28th “ “	Commander Maxwell to the Minister.

GODERICH, 30th, August 1877.

MY DEAR SIR,—I beg to call your attention to a number of shoals and reefs in Lake Superior and the Georgian Bay, which are not laid down on Bayfield's Charts, one of which lately was the cause of the loss of the fine Canadian Steamer *Cumberland*, plying between Collingwood and Duluth, in Lake Superior, upon the evening of Tuesday, July 24th, last.

As Bayfield's Charts are the only surveys of our Northern Shores, and our only safeguards, I trust you will deem it necessary to prevent future disasters to have them plainly marked upon our charts.

Any information requisite I shall at any time be happy to afford you.

I am, &c.,

J. G. PARSONS, *Late Master Steamer Cumberland.*

Hon. Minister Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, 7th September, 1877.

SIR,—I have to acknowledge receipt of your letter of the 30th ultimo, calling attention to a number of shoals and reefs in Lake Superior and the Georgian Bay, which are not laid down on Bayfield's Charts; and in reply I am to inform you that, if you will furnish the Department with a description of any shoal or reef not marked in the charts referred to, the necessary steps will be taken to have the shoal or reef marked.

I am, &c.,

WM. SMITH,

Deputy Minister of Marine and Fisheries.

Capt. J. G. PARSONS, *Lake Master Steamer Cumberland, Goderich, Ont.*

GODERICH, 20th September, 1877.

MY DEAR SIR,—In reply to your letter of 7th September, referring to shoals, &c. in Lake Superior and Georgian Bay not laid down on our charts, I cannot at present give you the correct localities of them as I have no charts by me; but if you will kindly send me Bayfield's three sheets of Lake Superior, and also his Georgian Bay and north shore of Lake Huron sheets, I will trace the unmarked reefs &c. on them and return them to you; but to have them correctly laid down, it is my opinion they should be surveyed &c., and, with their proper soundings taken, to give the exact locality of each. With a small steam launch the whole might be correctly placed, in from two to four weeks, and as the passenger traffic over these waters is rapidly increasing, it is dangerous to delay the marking of these unseen spots. The first on the route going north-west from Collingwood is a large and dangerous shoal which lies six miles easterly from Lonely Island.

2nd. One reported ten or twelve miles north-north-east off Lonely Island.

3rd. A middle ground in Smith's Bay, near the village of Wequenikoug.

4th. A large reef in Heywood Bay four miles north of Manitowaning.

5th. A small shoal east-north-east off Heywood Island.

6th. A shoal north of Clapperton Island, sixteen to eighteen feet water on it.

7th. A large shoal off north-west end of Barrie's Island.

8th. Several shoals west of Grant's Islands in direct course from Straits of Mississauga to Thessalon River Mills, on which a number of vessels have grounded.

9th. A shoal near the old Bruce Copper Mines.

10th. A shoal or reef off Point Corbay Light Ship, three-quarters of a mile from shore.

11th. A large reef south-west from Copper Mine Point, distance four miles.

12th. Rocks and reefs two and a-half miles north of Quebec Mines, Michipicoten Island.

13th. A shoal north of Slate Islands, distance one and a-half miles.

14th. A shoal south south-east of Pays Plats Islands, eastern entrance to Nepigon Bay.

15th. A shoal north of Plats, eastern entrance to Nepigon Bay.

16th. A shoal south-east of Verte Island in Nepigon Bay.

17th. A small shoal west of Victoria Islands, in steamboat channel between Thunder Bay and Duluth.

18th. Five reefs off upper end of Isle Royal, near Rocks of Ages.

There is no channel of any depth between Flour Island, St. Ignace Island, although the chart shows very deep water between them. Any further information I will be happy to give at any time.

I am, &c.,

J. G. PARSONS.

WM. SMITH, Esq., Deputy Minister of M. and F.

COLLING WOOD, 3rd July, 1878.

MY DEAR SIR,—I wrote you last year (twice), with reference to shoals and reefs lying in the Georgian Bay and Lake Superior, not marked upon our Canadian charts. Will you kindly inform me if it is the intention of the Government to have these dangerous places fully described upon our charts, or notice given to our Mariners of their locations. There are now a number of steamers plying upon the Georgian Bay and northern shores of Lake Superior, of which some of the masters are unaware of their whereabouts.

I am, &c.,

J. G. PARSONS.

Hon. Minister Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES, OTTAWA, 10th October, 1878.

SIR,—Reterring to your letter of the 20th September, 1877, in which you state that you would mark the reefs or other impediments to navigation on charts if they were sent to you. I beg to inform you that I have mailed to your address, Bayfield's Charts of Lake Huron, and have to request you to return them with the reefs duly marked on them.

I am, &c.,

WM. SMITH, *Deputy Minister of M. and F.*

Capt. J. G. PARSONS, Goderich, Ont.

DEPARTMENT OF MARINE AND FISHERIES, OTTAWA, 28th October, 1878.

SIR,—Referring to my letter of the 10th instant, I enclose herewith three charts of Lake Superior, in order that you may mark on them any shoals that you consider require to be noted in the interests of navigation.

I am, &c.,

WM. SMITH, *Deputy Minister of M. and F.*

Captain J. G. PARSONS, Goderich, Ont.

OTTAWA, 21st December, 1878.

SIR,—Numerous shoals and rocks not set down in Bayfield's Charts, have been discovered in the Georgian Bay and in the North Channel—that is the channel between the Manitoulin Islands and the north coast of Lake Huron. A few years ago, a vessel 900 tons burden was lost on one of these shoals, and many vessels have run aground upon them and could not be got off until a part of the cargo was thrown overboard. The position of these shoals could be pointed out by the boat captains acquainted with the route, and I would respectfully suggest that they should be surveyed so that they could be laid down on the charts.

I would also draw your attention to the necessity of additional lighthouses, which to notice them in the order of their importance, may be enumerated as follows:—

Cape Robert,	} both very necessary.
Strawberry Island Point,	

Manitowaning,
Mudge Bay, South Clapperton Channel.
Cape Wingfield (Cabot's Head.)

I enclose a letter and chart forwarded to me by Captain Campbell of the steamer *Northern Queen*.

The position of the shoals is indicated on the chart, and some useful information will be found in the letter.

The number of vessels navigating the Georgian Bay and North Channel is increasing yearly, and I would suggest that a sum necessary to defray the cost of the survey of the shoals and the construction of such of the lighthouses as are more immediately required, should be put in the Estimates.

I have the honor, &c.,

WM. SMITH, Esq., Deputy Minister of M. and F.

S. J. DAWSON.

COLLINGWOOD, 16th December, 1878.

SIR—I forward to you a chart of the North Shore of Lake Huron with courses laid down showing the places necessary for lighthouses and buoys to be placed for the safety of steamers and vessels navigating the North Shore of Lake Huron and the Georgian Bay. The red dots show where lighthouses are required, the pencil crosses show where sunken rocks are not shown or marked on charts. The rocks shown near the Grant Islands is the place where a large vessel called the *C. P. Williams*, about 900 tons burden, was wrecked in 1872. Masters of steamers and vessels are finding shoals and sunken rocks every year, for instance the two shoals off Lonely Island; several vessels have got on to them and only got off by throwing their deck loads overboard, which goes to show something ought to be done in the way of a lake survey being made, so that all shoals would be laid down on the charts.

The lights most required at present are Cape Robert, Strawberry Island, Papoose Island and Cabot's Head. As the Manitoulin Islands are being rapidly settled, a number of lights will be required at or near the calling places, namely: Gore Bay, Mudge Bay and Clapperton channel, Manitowaning, Heywood Point.

The steamers have a good deal of trouble getting through the Little Current on account of some boulders being in the channel. It would not cost very much to remove them, and would improve navigation at the above named point very much.

Trusting you will be successful in getting our navigation improved.

I am &c.,

P. M. CAMPBELL, *Master Northern Queen*.

P.S.—Please return chart P. M. C.

S. J. DAWSON, Esq., M. P.

HOUSE OF COMMONS, 26th March, 1879.

SIR—I beg to draw your attention to the fact that shoals and reefs, not laid down on Bayfield's Charts, have from time to time been discovered in Lakes Huron and Superior, some of them being in the track usually followed by vessels, and all of them more or less dangerous, because not shown on the official charts.

Some time ago I sent a chart lent me by Captain Campbell, of the *Northern Queen*, to your Department, on which were marked the shoals and reefs discovered of late years in the Georgian Bay and along the north channel of Lake Huron, together with a memorandum which he drew up on the same.

Subsequently I handed in several charts belonging to Captain Symes, of the steamer *Manitoba*, on which he had marked the rocks recently discovered on Lake Superior.

I would suggest that these dangerous shoals, rocks or reefs should be surveyed and laid down on the official charts. The cost of such a survey would be inconsiderable, while the advantage to shipping arising from it would be immense.

The increasing traffic on the Great Lakes renders it necessary that action should be taken in this matter, and I may remark that the want of such a survey has already occasioned loss greatly exceeding its probable cost.

While on this subject permit me again to draw your attention to the necessity which exists for additional lights along the north channel of Lake Huron and at several points on Lake Superior.

Captain Campbell and Captain Symes will require their charts by the time navigation opens, and I would suggest that the notes they have made on them should be copied on the official maps in your Department.

I have the honor, &c., S. J. DAWSON.

Hon. J. C. POPE, Minister Marine and Fisheries.

HOUSE OF COMMONS, OTTAWA, 31st March, 1879.

MY DEAR SIR,—Captain Symes, in the enclosed letter, refers to the shoals, rocks and suggested lights set down on his chart.

You will see he suggests the western end of Pie Island and Victoria Island as being necessary points for lights. They would certainly be of very great importance to vessels running between Thunder Bay and Duluth, enabling them to keep the inside channel and so saving them from much risk and some exposure in stormy weather.

I do not see that the lights leading to Nepigon Bay are now, or likely for some time to be, of much use, and they might be transferred to Pie Island or Victoria Island.

Yours truly, S. J. DAWSON.

WM. SMITH, Esq., Deputy Minister M. and F.

SARNIA, 26th February, 1879.

DEAR SIR,—Now that Parliament is in Session, I think you should know some of the wants of the Merchant Marine on Lake Superior, and which I have no doubt you will lay before Parliament.

1st. Steamers and vessels run a very great risk at all times, to say nothing of dark nights, snow storms and foggy weather, on account of no soundings being given on Bayfield's Charts; there are many reefs and shoals not laid down, which makes the navigation very difficult. I sent you a set of Bayfield's Charts with the courses and rocks marked in pencil—you will see a number of rocks nearly in the steamers courses which ought to be buoyed.

A survey of the Canada side of the lake should be made to insure the safety of lives and property navigating the said lake. I have sent you an American chart to show the way the American side is surveyed—you will see near Mamance and Presian Isle rocks not laid down on Bayfield's Charts. Captain Clark, of Point aux Pins, reports a shoal about six miles south-west from Quebec Harbor, Michipicoten Island. Should any of the boats get on to it in bad weather, not one person might be saved.

2. There are several lighthouses required, some of them as leading lights, others as harbors of refuge. You will find these marked on the charts; the one on Victoria and Pie Island, also Passage Island, is very necessary. The ones on the Slate Islands, Otter Head, Little Gros Cape and Gargantua will make good leading lights as well as harbors of refuge.

Trusting you are well.

I am, &c., JAS. B. SYMES, *Steamer Manitoba, Sarnia.*

S. J. DAWSON, M.P.

DEPARTMENT OF MARINE AND FISHERIES, OTTAWA, 9th April, 1879.

SIR,—I have the honor to acknowledge receipt of your letter of the 31st ultimo, enclosing a letter from Captain Symes in reference to shoals, rocks, &c., in Lake Superior, and I am to inform you that the matter will be considered.

With reference to the erection of a light at Passage Island, I have to request that you will be good enough to inform Captain Symes that we cannot build a light there, as the Island belongs to the United States.

I have the honor to be, &c.,

WM. SMITH, *Deputy Minister M. and F.*

S. J. DAWSON, Esq., M.P., House of Commons.

DEPARTMENT OF MARINE AND FISHERIES, OTTAWA, 9th April, 1879.

SIR,—I have the honor to enclose herewith copy of a letter received from Captain Parsons, of Goderich, Ont., with reference to certain shoals and reefs existing on Lakes Huron and Superior, and also charts on which he has marked the location of the shoals referred to. I beg also to inform you that application has been made to the Canadian Government to have these shoals surveyed, and I am directed by the Minister of Marine to request you to inform me whether this could be done by an Admiralty Surveyor, or whether the information furnished by Captain Parsons is sufficiently definite to admit of its being marked on your charts.

Please return the charts.

I have the honor to be, &c.,

WM. SMITH, *Deputy Minister M. and F.*

Captain F. I. O. EVANS, C.B., F.R.S., Hydrographer to the Admiralty, Whitehall, London, England.

ADMIRALTY, S.W., 17th May, 1879.

SIR,—I have to acknowledge the receipt of your letter, dated 9th ultimo, and to thank you for the information contained in the charts and remarks which accompanied it, relative to the positions of shoals in Lakes Huron and Superior.

This information has been found sufficient to fix the positions of the shoals in question, and they have been inserted in the Admiralty charts from it, with the exception of some of them, which were previously placed on the charts from particulars derived from the United States Coast Survey.

Copies of the Admiralty charts, as amended, will, in due course, be forwarded to you.

The charts forwarded in your letter are returned, as requested (by bookpost).

I am, &c.,

FREDERICK JOHN EVANS, *Hydrographer.*

WM. SMITH, *Deputy Minister M. and F.*

DEPARTMENT OF MARINE AND FISHERIES, OTTAWA, 9th June, 1879.

SIR,—With reference to obstructions to navigation caused by shoals in Lake Huron and Lake Superior, which are not defined in the charts, I beg to inform you that the Department has communicated with the Admiralty in the matter, and forwarded all the information it could obtain, with the view of having the position of the shoals marked on the charts of the Admiralty, and a letter has been received from the Hydrographer, under date 17th ultimo, stating that the information sent has been sufficient to fix the position of the shoals, and they have been inserted in the Admiralty Charts, with the exception of some of them, which had been previously on the charts, from particulars derived from the United States Coast Surveys.

I am, &c.,

WM. SMITH, *Deputy Minister of M. and F.*

S. J. DAWSON, Esq., M.P., Thunder Bay, Algoma.

DEPARTMENT OF MARINE AND FISHERIES, OTTAWA, 9th June, 1879.

SIR,—With reference to the obstructions to navigation caused by shoals in Lakes Huron and Superior, the position of which is not defined on the charts, I beg to inform you that the Department has communicated with the Admiralty in the

matter, and forwarded all the information it could obtain, with the view of having the position of the shoals marked on the Admiralty Charts, and a letter has been received from the Hydrographer, under date 17th ultimo, stating that the information sent has been sufficient to fix the positions of the shoals, and they have been inserted in the Admiralty Charts with the exception of some of them, which had been previously placed on the charts from particulars derived from the United States Coast Survey.

I am, &c., WM. SMITH, *Deputy Minister, M. and F.*
 Captain J. G. PARSONS, Goderich, Ont.

DEPARTMENT OF MARINE AND FISHERIES, OTTAWA, 9th June, 1879.

SIR,—With reference to the obstructions to navigation caused by shoals in Lakes Huron and Superior, the position of which is not defined on the charts, I beg to inform you that the Department has communicated with the Admiralty in the matter, and forwarded all the information it could obtain, with the view of having the position of the shoals marked on the Admiralty Charts, and a letter has been received from the Hydrographer, under date 17th ultimo, stating that the information sent has been sufficient to fix the position of the shoals, and they have been inserted in the Admiralty Charts, with the exception of some of them, which had been previously placed on the charts from particulars derived from the United States Coast Survey.

I am, &c., WM. SMITH, *Deputy Minister M. and F.*
 Captain J. B. SYMES, Sarnia, Ont.

HYDROGRAPHIC DEPARTMENT, ADMIRALTY, 19th June, 1879.

SIR,—With reference to your letter dated 9th April, 1879, and my reply of 17th ultimo, I now forward copies of the following charts, corrected for the information supplied by Captain Parsons, concerning certain shoals in Lakes Huron and Superior, viz.:

Charts Nos. 320, 321, 322, 323, 327 and 519.
 (By bookpost).

I am, &c., FREDK. JNO. EVANS, *Hydrographer.*
 The Deputy Minister M. and F., Canada.

QUEEN'S HOTEL, TORONTO, 25th June, 1879.

SIR,—I have the honor to acknowledge the receipt of your letter of the 9th instant, in which you inform me that your Department had communicated with the Admiralty in reference to the obstructions to the navigation caused by shoals in Lake Huron and Lake Superior, and that the Hydrographer, from the information supplied to him, had been enabled to fix their position on the Admiralty Charts.

While fully recognizing the promptitude with which your Department has acted in this matter, and the deep interest which it has always manifested in everything connected with the improvement of the navigation on the great lakes, permit me to say that, as no survey has been made of the shoals in question by which their respective positions could be clearly defined, I am afraid that the information furnished to the Hydrographer could not have been such as to enable him to set them down with sufficient accuracy on the Admiralty Charts.

I believe that all the information possessed by the Lake Captains or others in the matter, was given on the charts which I had the honor of submitting to your notice last winter, but on these the shoals were only approximately set down, as to position—the intention being to show them in such a way as to lessen the difficulty which a surveyor might have in finding them. It was certainly never contemplated or intended that your Department should be led to suppose that the positions marked had been obtained from survey, or even from anything like precise compass bearings.

No information of a more precise character has ever been obtained, and I need hardly say that consequences the most serious to life and property might arise from inaccuracies, as to the position of shoals in the Admiralty Charts. These charts are always looked upon as safe guides, as an authority which cannot be questioned, and people navigating the lakes in the belief that the shoals were correctly indicated, might, in avoiding the assumed position, run upon the actual one.

Should this happen, and a wreck ensue, the Government would, no doubt, be called upon to pay the damages.

As a case in point, I may mention that there is a difference of opinion among the Lake Superior Pilots, as to the precise position of the shoal reported to exist off Michipicoten Island Harbor. If, therefore, the shoal were set down on the charts from no better information than that which is at present obtainable, instead of giving additional security, it might lure a vessel to destruction. Some years ago a fine steamer lost part of her cargo and came near being totally wrecked by giving this shoal too wide a berth, for she was driven seaward by the gale then prevailing and could not regain the shelter of the Island. This would not have happened had the captain been confident as to the precise position of the shoal.

On a former occasion, I drew the attention of your Department to the loss of a large vessel on a shoal (not marked on the Admiralty Charts) off Spanish River on Lake Huron.

A survey is certainly required, and I would again urge on the Minister the expediency of having it made as soon as circumstances will permit.

The country is at present incurring a very large expenditure in opening railway communication between Lake Superior and the North-West Territories, and surely, in the meantime, it would be advisable to render the navigation which must be used in connection with that railway as safe as possible.

I have the honor, &c.,

S. J. DAWSON.

WM. SMITH, Esq., Deputy Minister M. and F.

DEPARTMENT OF MARINE AND FISHERIES, OTTAWA, 27th June, 1879.

SIR,—I have the honor to acknowledge receipt of your letter of the 25th instant, in further reference to the obstructions to navigation caused by shoals in Lakes Huron and Superior, and regretting that the Hydrographer had been supplied with information to enable him to fix their position on the Admiralty Charts before a careful survey had been taken, and suggesting that such survey be now taken to prevent any error occurring through the Admiralty Charts being incorrectly marked, and which might prove very disastrous to vessels navigating these lakes. In reply, I have to inform you that your suggestion will receive consideration.

I have the honor to be, &c.,

WM. SMITH, *Deputy Minister M. and F.*

S. J. DAWSON, M.P., Queen's Hotel, Toronto.

OTTAWA, 4th March, 1880.

MY DEAR SIR,—Last year I sent you a statement showing that certain new lighthouses had become a necessity to the navigation of Canadian waters in Lakes Huron and Superior. I also drew your attention to the expediency of having a survey made of several shoals that have recently been discovered in dangerous proximity to the track of vessels.

Trusting that these things will not be overlooked in the Estimates about to be brought down.

Believe me to be yours, &c.,

S. J. DAWSON.

Hon. J. C. POPE, Minister Marine.

DEPARTMENT OF MARINE AND FISHERIES, OTTAWA, 17th March, 1880.

SIR,—I am directed by the Minister of Marine to acknowledge receipt of your letter of the 4th instant, calling attention to the statement you made last year, that

certain new lighthouses had become a necessity to the navigation of Canadian waters in Lakes Huron and Superior; also calling attention to the expediency of having a survey made of several shoals that have recently been discovered in dangerous proximity to the track of vessels; and I am to inform you that these matters will be duly considered.

Please state which one of the required lighthouses you consider most urgent.

I am, &c.,

WM. SMITH, *Deputy Minister M. and F.*

S. J. DAWSON, Esq., M.P., House of Commons.

DEPARTMENT OF MARINE AND FISHERIES, OTTAWA, 26th October, 1882.

SIR,—It was stated in the newspapers, in connection with the investigation held by you into the loss of the *Asia*, that a reef had been discovered in the Georgian Bay not laid down on the charts. I have to request you to report fully as to this, as it is the intention of the Department to take the necessary steps to have the reef referred to properly surveyed and marked on the chart.

I am, &c.,

WM. SMITH, *Deputy Minister M. and F.*

Captain P. A. SCOTT, R.N., Halifax.

DEPARTMENT OF MARINE AND FISHERIES, OTTAWA, 27th October, 1882.

SIR,—It was stated in the newspapers, in connection with the investigation held into the loss of the *Asia*, that a reef had been discovered in the Georgian Bay, not laid down on the charts. I have to request you to inform me whether you know anything of this, and whether you consider the charts of the Georgian Bay are correct, and whether there is any necessity for a re-survey.

I am, &c.,

WM. SMITH, *Deputy Minister M. and F.*

Capt. GEO. COLLINS, Lighthouse-keeper, Nottawasaga, Island, Ont.

BOARD OF EXAMINERS OF MASTERS AND MATES, HALIFAX, N.S., 30th October, 1882.

SIR,—In reply to your letter of the 26th instant, relating to dangers not laid down in the Admiralty Chart of Georgian Bay, Ontario;

I would remark that I am informed that there are several omitted in the chart of that Bay, and also in Lake Superior.

I now forward a copy of a letter upon the subject, addressed to the Mayor of Collingwood, which has been handed to me.

I have the honor to be, Sir, your obedient servant,

Deputy Minister M. and F.

P. A. SCOTT.

OWEN SOUND 30th September, 1882.

DEAR SIR,—The public are so deeply interested in the investigation going on in reference to the ill-fated *Asia*, and all the probabilities of her foundering and the locality where it went down.

I had the following information from Mr. Alexander McKay, who has been fishing for me this season off Club Island and Lonely, and on towards French River. He has been fishing on Georgian Bay for fifteen years and is acquainted with all the islands, shoals, &c.

He says there is a very dangerous shoal, which is not marked on the chart, east one point north from Club Island Harbor, twenty-one miles distant, and about fifteen miles from the western end of Lonely Island, twenty-five miles from Squire Island and the same distance from the mouth of French River.

He describes the shoal about one mile long running north-west and south-east, and from 100 to 200 yards in width; on the western end there is only five to seven feet of water, his fishing boat could not pass over with centreboard down. The top

of one boulder is within six inches of the surface of the water, on the remainder of the shoal there is from six to eight feet of water.

It would be well to draw the attention of the authorities to this shoal and its dangerous position.

It is very probable the Captain of the *Asia* after leaving our harbor with storm signals up and a falling glass would hug the southern shore to Cabot's Head and then make a straight (?) route for French Town, and upon enquiry it is not unlikely where she foundered is not far from this shoal.

I am, Sir, your obedient servant,

B. ALLEN.

J. C. DUGEON, Esq., Mayor of Collingwood.

NOTTAWASAGA ISLAND, 31st October, 1882.

SIR,—I have the honor to acknowledge the receipt of your communication of the 27th instant, requesting me to inform you whether I know anything of the reef referred to in the newspapers in connection with the investigation into the loss of the *Asia*, and the said reef not laid on the charts; and if I consider the charts of the Georgian Bay are correct, and whether there is any necessity for a re-survey.

I beg respectfully to report that I know nothing of the reef referred to, but am aware of other reefs not laid down on the charts of this bay. I have heard of other reefs seen by captains of vessels, and not laid down on the charts, and would have reported the fact ere this, but not being requested to do so, I thought the Department would consider that I was exceeding my duty.

If the Department thinks proper to request me to procure the charts of this bay, I will mark in red ink the different reefs and their locations, not at present laid down on the charts in use, and forward for your inspection and approval.

I am of opinion that if new charts were published, and the reefs now known, and not marked on the present charts in use, were marked and known, there would not be any necessity for a re-survey, although I have no doubt but that other minor reefs might be found on the north shore, if a re-survey was made, but subject to your approval.

I am making further enquiries of different reefs reported about; but it will take some time to make the necessary enquiries. I will have all correct before I send my final report, which will not be until after my light is discontinued (20th December next). In the meantime I would be glad to be informed if I shall procure the necessary charts, to point out to the Department the different reefs not marked on the charts now in use.

I have the honor to be, Sir, your most obedient servant,

GEORGE COLLINS.

WM. SMITH, Esq., Deputy Minister M. and F.

NOTTAWASAGA ISLAND, 27th November, 1882.

SIR,—In compliance with your instructions of the 27th ultimo, requesting me to inform you whether I know anything of the reef referred to in connection with the loss of the *Asia*, and whether I consider the charts of the Georgian Bay correct, and whether there is any necessity for a re-survey, I have the honor to report that the reef referred to, is about ten miles off the north shore, and between the Black Bills and Byng Inlet Harbour. I know of many dangerous reefs in the bay not laid down on the charts although they have been considered good charts; by some cause those reefs have been omitted or passed by. I think the distance in taking the soundings when surveyed was too far apart, thus causing the omission.

There is no necessity for a general re-survey, but if a first-class tug was fitted up for the purpose, those reefs could be very easily located, and soundings should be taken at certain and regular distances, and running parallel with the bay; at the same time showing the quality of the bottom, sand, clay, gravel or rock, &c., as may be found, which would greatly assist the mariner in thick weather to ascertain his whereabouts more correctly.

I have no doubt I could be the means of saving much unnecessary expense to the Department if, at an early date after my light was discontinued, I was to go to Ottawa. I could explain more explicitly on the subject than by letter (but this is subject to your approval), and should the Department decide in having the reefs located and soundings referred to taken, I beg respectfully to offer myself for the completion of the work, fully assured that I can make a complete and correct work in every particular in sounding the bay and locating the reefs not laid down on the charts.

I have been twenty-five years in the service next May, and although only a lighthouse keeper at present, I am quite competent to take charge of the above work, and beg that the Department will favorably consider my claim as a promotion in my last days of service.

I have the honor to be, Sir, your most obedient servant,

GEORGE COLLINS.

WILLIAM SMITH, Esq., Deputy Minister M. and F.

DEPARTMENT OF MARINE AND FISHERIES, OTTAWA, 5th December, 1882.

SIR,—I have to acknowledge receipt of your letter of the 27th ult., reporting with reference to the reef alluded to in connection with the *Asia* disaster, and stating that you know of many dangerous reefs not marked on the chart, also suggesting that a tug be fitted up for the purpose of locating the reefs. In reply, I have to inform you that if any survey is made, it will probably be made by a Hydrographic officer of the Imperial Government.

I am, &c.,

WM. SMITH, *Deputy Minister M. and F.*

Capt. GEO. COLLINS, Lighthouse-Keeper, Nottawasaga Island, Ont.

DEPARTMENT OF MARINE AND FISHERIES, OTTAWA, 16th December, 1882.

SIR,—It has been reported to this Department that a dangerous shoal, about one mile long and from 100 to 200 yards wide, extends in the Georgian Bay near the western end of Lonely Island, which is not laid down on the charts; and reefs are also stated to exist in other points of the bay and Lake Huron, and also in Lake Superior, which are not marked in the charts; and that a re-survey of these waters is much required, in view of the largely increasing trade. I am, therefore, to request that you will be good enough to confer with the Lords Commissioners of the Admiralty, and ascertain whether they would be willing to send out a competent Hydrographer from the Admiralty to survey the lakes referred to; and if so, whether he would be sent at the charge of the Imperial Government; and if not, on what terms he would be sent: it being understood that in any case the Government of the Dominion would provide the necessary expense of carrying out the survey under the charge of the officer sent, and would provide a vessel and all the necessary assistance which the surveyor might require.

I am, &c.,

A. W. McLELAN, *Minister M. and F.*

Sir A. T. GALT, K. C. M. G.,

High Commissioner for Canada, Victoria Chambers, London.

OFFICE OF THE HIGH COMMISSIONER, 9 VICTORIA CHAMBERS,
LONDON, S.W., 4th January, 1883.

SIR—I beg to acknowledge the receipt of your letter of the 16th ultimo, respecting the surveys which you are desirous of making in Lakes Huron and Superior. I saw Sir Robert Herbert, the Under Secretary for the Colonies, yesterday, and have arranged to address him officially upon the subject. In the meantime I have obtained his permission to see Sir Cooper Key on the matter. I am happy to add that the support of the Colonial Office will be given to the application.

I have the honor to be, Sir, your obedient servant,

Hon. Minister of Marine and Fisheries.

A. T. GALT.

OFFICE OF THE HIGH COMMISSIONER, 9 VICTORIA CHAMBERS,
LONDON, S.W., 5th January, 1883.

SIR—I waited on Sir Cooper Key, at the Admiralty to-day, and discussed informally with him and Sir Frederick Evans, the Hydrographer, the application you have made for a re-survey of portions of Lakes Huron and Superior.

I found the best disposition to exist, and learn that no objection will be raised to the appointment of a proper officer—the conditions being that your Government will make good the full pay (of which the Admiralty will only contribute the usual half pay) and all other expenses of the work.

Sir Frederick Evans says an excellent survey has been made by the United States of their lake coast, and presumes you wish to do the same for Canada, in which case he considers the work will take a considerable time. He also says that it will be desirable for the Admiralty to supply one or two skilled assistants.

The official application by me was sent yesterday to the Colonial Office and has not yet reached the Admiralty, but as soon as it is received I am promised it will have immediate attention, and Sir Frederick kindly engages to furnish a memorandum explanatory of his views on the subject.

I have upon these matters to acknowledge the great kindness and attention of Sir Cooper Key, the permanent Naval Lord.

I have the honor to be, Sir, your obedient servant,

Hon. A. W. McLELAN, Minister of Marine. A. T. GALT, *High Commissioner*.

OFFICE OF THE HIGH COMMISSIONER, 9, VICTORIA CHAMBERS,
LONDON, S.W., 3rd February, 1883.

SIR,—Referring to your despatch of the 16th December last, reporting the discovery of dangerous reefs in Lakes Huron and Superior, and requesting me to confer with the Lords Commissioners of the Admiralty, and ascertain whether they would be willing to send out a Competent Hydrographer to survey the lakes referred to, I now have the honor to transmit herewith, for your information, copy of a letter with its enclosure which I have received from the Colonial Office on the subject, and of my reply to that communication.

I have the honor to be, Sir, your obedient servant,

Hon. Minister of Marine and Fisheries. A. T. GALT, *High Commissioner*.

DOWNING STREET, 31st January, 1883.

SIR,—The Earl of Derby has caused to be communicated to the Lords Commissioners of the Admiralty a copy of your letter of the 3rd instant, reporting the discovery of dangerous reefs on Lakes Huron and Superior, and enquiring on behalf of the Dominion Government whether their Lordships would be willing to appoint a competent Hydrographer to make a re-survey of the waters.

I am directed to enclose a copy of a letter which has been received from the Admiralty in reply, from which it will be perceived that their Lordships propose, with the concurrence of the Colonial Office, to instruct Staff Commander Maxwell, the officer in charge of the Admiralty survey of Newfoundland (who is staying at Charlottetown, P.E.I., during the winter), to place himself in personal communication with an official in Canada authorized to explain the requirements of the Canadian Government, and their general views as to the manner in which the surveys are to be conducted.

Lord Derby would be glad to know with whom, in your opinion, it would be advisable for Commander Maxwell to confer on this matter in Canada, and wishes me to state that on receiving this information he would be prepared to concur in the recommendation of the Admiralty as to the course to be pursued, and would inform them of the name of the official with whom Commander Maxwell should be instructed to communicate.

I am, Sir, your obedient servant,

High Commissioner for Canada.

JOHN BRAMSTON.

Admiralty to the Colonial Office.

ADMIRALTY, 23rd January, 1883.

SIR,—I have laid before my Lords Commissioners of the Admiralty your letter of the 12th instant, forwarding copy of a letter from the High Commissioner for Canada, respecting the discovery of dangerous reefs in Lakes Huron and Superior, and enquiring whether my Lords would be willing to appoint a Competent Hydrographer to make a re-survey of these waters on the terms mentioned in his letter.

2. My Lords desire me to request that you will state to the Earl of Derby that, as it would appear to be desirable to obtain more definite information as to the nature and extent of the surveying operations desired by the Canadian Government, than is given in the letter of the High Commissioner, My Lords are prepared, with the concurrence of the Colonial Office to instruct Staff Commander Maxwell, the officer in charge of the Admiralty Survey of Newfoundland (whose winter quarters is at Charlottetown in Prince Edward Island), to place himself in personal communication with an official in Canada, authorized to explain the requirements of the Canadian Government, and their general views as to the manner in which the surveys are to be conducted. A report from this experienced surveying officer would form a basis for action and for financial considerations.

3. I am to add that Staff Commander Maxwell could be directed to go to Ottawa, or elsewhere convenient, and return in time to resume out-door survey operations in Newfoundland, if the proposed interview can be arranged for an early date.

I am, &c., G. TRYON, *Under Secretary of State for the Colonies.*

The High Commissioner for Canada to the Under Secretary of State for the Colonies.

9, VICTORIA CHAMBERS, LONDON, S.W., 3rd February, 1883.

SIR,—I am in receipt of your letter of the 31st ultimo, transmitting to me by direction of the Earl of Derby, copy of a communication from the Lords Commissioners of the Admiralty, on the subject of the discovery of dangerous reefs in Lakes Huron and Superior, and a re-survey of those waters which it is desirable should be made, in which their Lordships propose, with the concurrence of the Colonial Office, to instruct Staff Commander Maxwell, the officer in charge of the Admiralty Survey of Newfoundland (who is staying at Charlottetown, Prince Edward Island, during the winter), to place himself in personal communication with an official in Canada, authorized to explain the requirements of the Canadian Government and their general views as to the manner in which the surveys are to be conducted.

In reply, I beg to request that you will inform Lord Derby that it would be desirable for Commander Maxwell to proceed to Ottawa, to confer with the Minister of Marine and Fisheries upon the subject. I presume from paragraph number three of the communication addressed by the Admiralty to His Lordship, that there will be no objection to this course.

I have to state for Lord Derby's information, that a copy of this correspondence has been sent to the Government of Canada.

I have, &c., A. T. GALT, *High Commissioner.*

Under Secretary of State for the Colonies.

OTTAWA, 14th February, 1883.

SIR,—I listened with much pleasure to your utterances in the House of Commons yesterday, in reference to the advisability of having an officer of the Hydrographical Department of the Admiralty placed in charge of the Hydrographical Surveys of the Upper Lakes, with a view to perfecting this survey, by having indicated on the charts of those lakes the dangerous parts of their waters.

Allow me, Sir, to bring to your notice the necessity for the survey of the River and Gulf of St. Lawrence and coasts of the Maritime Provinces being continued

under the Hydrographical Department of the Admiralty, and I believe it would not be too much to ask that a permanent staff of officers from the Admiralty be entrusted with the work.

You are well aware that the currents play a great part in the waters of the Gulf and Lower River St. Lawrence, and many wrecks, no doubt, have resulted from the fact these currents have not been sufficiently studied. Currents at sea are well known to be one of the greatest dangers that navigators have to contend with. We have excellent charts by the Admiralty of the Gulf of St. Lawrence, traced out from the studies and reports of Captain Bayfield, whose works in these parts are so well known and strongly established in public confidence; but it is more than thirty years since that officer terminated his labors, and no work of any consequence, as regards hydrography, has been done in these parts since.

I do not mean to assert that the currents on these coasts have been modified during the last thirty years by certain agencies in the Lower River and Gulf of St. Lawrence operating at certain seasons of the year, but I am of opinion that the settling and consequent drainage of the immense valley of the St. Lawrence River and the Upper Lakes cause a greater flow of water in a given time, in the spring and fall seasons, than formerly, this extra flow of water being a result of the thawing of the snow and ice, combined with rains in the spring, and of rains alone in the fall, while in summer there is much less water flowing in the St. Lawrence River than formerly.

These currents have probably not been studied with that accuracy, and during a sufficient length of time, in relation to the conditions named, necessary to make their hydrography and its indications of the greatest possible value.

Considering the wreckage of so many vessels, both steam and sailing, in the Gulf and Lower River St. Lawrence, vessels that were well manned, and efficiently commanded, the official investigations instituted respecting many of them, could find no fault with the masters of these vessels. The accidents were uniformly attributed to irregular currents accelerated by gales of wind.

This was especially the case in the wreckage of the steamers *Weymouth* and *Arragon*, that took place last year, one on the Island of Anticosti, and the other on the Magdalen Islands. Both wrecks were attributed to extraordinary currents which the masters of these ships did not suspect.

The loss of the steamship *Cedar Grove*, near Canso, early in December last, is also a pertinent case in point.

I take the liberty of referring you to a letter hereto annexed from John J. Fox, Esq., an English ship master, and for thirty years Collector of Customs at the Magdalen Islands.

Mr. Fox, as you will perceive, attributes many of the wrecks in the Gulf of St. Lawrence to currents about which little or nothing is known, and my own experience of thirty years in the Gulf coincides with the opinion of Mr. Fox.

The importance of the subject to the present and future of this country must be my apology in the extenuation of these extended remarks, and I hope and believe that you will be pleased to take it into most favorable consideration.

I have the honor to be, Sir, your most obedient servant

Hon. A. W. McLELAN, Minister of Marine and Fisheries.

P. FORTIN.

THE MAGDALEN ISLANDS.

PARTICULARS OF THE LOSS OF THE S.S. "WEYMOUTH" AND OTHER VESSELS.

Important Information to Navigators.

[To the Editor of the *Morning Chronicle*.]

SIR,—The wreck of the steamship *Weymouth* from Quebec, bound to London, and the perishing of the captain and fourteen of her crew, on the north beach near the east end of the Magdalen Islands, in the Gulf of St. Lawrence, a short time ago,

has induced me to ask for space in your valuable journal to make a few remarks thereon, and the probable cause of this sad disaster.

A resident of thirty years on the Magdalen Islands, in my capacity of chief Officer of Customs, has made me acquainted with nearly all the wrecks that occurred there during that period, and gave me an opportunity of investigating the circumstances attending them.

On enquiry of the survivors of the crew of the ill fated *Weymouth* during their sojourn here, *en route* for England a few days ago. I learned that they sailed from Quebec on Friday the 17th November last, and had fine weather until Sunday the 19th; and at seven o'clock of the morning of that day they passed Cape Rosier and steered an east-south-east course to pass to the north and east of the Bird Rocks; during the day the wind increased to a gale accompanied by a heavy snow storm, and at 10 30 p.m., when the captain thought they were clear of all danger, the ship struck on the north beach of the Magdalen Islands, between North Cape and Wolf Island, full twenty-eight miles to the westward of their supposed position.

On referring to notes and memoranda in my possession I find that several wrecks have occurred within the past few years near the spot where the *Weymouth* struck, and under nearly the same circumstances, viz.: On the 28th November, 1868, the brigantine *Atrevida* of Jersey, 150 tons register, Chambers, master, sailed from Gaspé for Rio Janeiro with a cargo of codfish; at ten o'clock a.m. she passed Cape Gaspé with the wind strong at north-west, and a south-east-by-east course was shaped to pass on the north-east side of the Bird Rocks; at midnight the distance run by the patent log was 100 miles from Cape Gaspé; the weather then set in thick with snow squalls, and at 2 o'clock a.m. on the following day she struck on the north beach of the Magdalen Islands and became a total loss, having been set twenty-five miles to the westward of their supposed position.

On the 27th November, 1871, the schooner *Peri*, of Dartmouth, England, 125 tons register, Doddridge master, sailed from Cape Cove, Gaspé, bound to Jersey, laden with cod-fish, at one o'clock p.m.; she was about five miles off Cape Despair, with a strong north wind, and south-east-by-east and east-south-east courses were steered, to avoid the Bird Rocks; and at 4 a.m. the following day, during a snow storm, she struck on the North Cape of the Magdalen Islands, and became a total loss, having been sent twenty miles to the westward of their supposed position. Crew saved with the exception of one man.

On the 8th November, 1875, the ship *Calcutta*, of Quebec, 1,400 tons register, Syrell master, timber laden, was wrecked near the same place, and twenty-two of the crew, with one lady passenger, perished. This ship was abreast of Cape Rosier at 11 o'clock a.m. of Sunday, the 7th November, with the wind strong at west north-west, thence a south-east-by-east course was shaped to avoid the Bird Rocks, and at 2 a.m. the following day, during thick weather and snow squalls, she struck on the north beach of the Magdalen Islands, full twenty miles out of her supposed position.

In my opinion there cannot be a doubt as to the cause of the loss of these ships so shortly after leaving the land and taking a good departure, and that is a strong current setting to the south-west, or diagonally across their track, which, had their navigators been aware of and used the lead, might have been avoided.

It is an established fact that during the autumn months, when gales from the north and east are frequent on the Atlantic sea-board, a strong south-west current prevails in the gulf, probably caused by the waters from the Atlantic Ocean being forced into it from the north through the Straits of Belle Isle, and east between the Newfoundland shore and St. Paul's Island. This current runs with great velocity, both on the north-west and south-east of the Magdalen Islands, and invariably precedes the wind, causing very high tides and giving warning to the observer on shore of the approaching storm (should it reach the Gulf) before any indications of it are given by the barometer.

I am under the impression that the existence and force of this current is not generally known to shipmasters navigating to and from Quebec and ports below; or if

it is, they do not give it the attention it deserves, hence the many wrecks that occur around the east end of the Magdalen Islands. Every master of a wreck I have questioned on the cause of the loss of his ship, invariably answered me, "Set to the westward of my course by a strong imperceptible current;" and this is the case whether the ship has been bound up or down the Gulf.

Practical experience and observation have convinced me, that notwithstanding all that has been done by the Dominion Government for the improvement and safety of navigation in the Gulf of St. Lawrence, no shipmaster can be certain of his position there when overtaken by snow-storms, or during thick and foggy weather, unless he uses his lead; and if that cannot be made imperative, wrecks and loss of life will occur in the future as they have in the past.

I remain, yours respectfully,

Halifax, N.S., 12th Dec., 1882.

JOHN J. FOX.

DEPARTMENT OF MARINE AND FISHERIES, OTTAWA, 22nd February, 1883.

SIR,—I enclose herewith copy of a letter with enclosures received from the Honorable Sir A. T. Galt in regard to the surveys of Lakes Huron and Superior; also copy of a letter received from the Honorable P. Fortin in regard to the necessity for the continuance of the survey of the River and Gulf of St. Lawrence; and I have to request you to report, for the information of the Department, your views in regard to the manner in which the survey of the Lakes should be conducted, and also in regard to the necessity for the continuance of the survey of the River and Gulf of St. Lawrence, as recommended by Doctor Fortin.

I am, &c.,

WM. SMITH.

Captain P. A. SCOTT, R.N., Halifax.

SURVEYS OF LAKES SUPERIOR AND HURON.

H.M. SURVEY OF NEWFOUNDLAND.

CHARLOTTETOWN, P.E.I., 28th February, 1883.

SIR,—In compliance with a request from the High Commissioner for Canada, the Hydrographer to the Admiralty has directed me to proceed to Ottawa, in order to confer with you on the subject of surveys to be undertaken in Lakes Superior and Huron.

I have therefore to request that you will be pleased to inform me at what time it will be convenient for you to consider this subject, in order that I may govern myself accordingly.

I would respectfully state that it is necessary for me to return to Charlottetown before 6th May.

I have the honor, &c.,

WM. MAXWELL, *Staff Commander and Surveyor.*

Hon. Minister Marine and Fisheries.

RETURN

(65)

To an ORDER of the HOUSE OF COMMONS, dated 15th March 1883;—For Copies of all Correspondence, Memorials, Petitions and Papers in the hands of the Government on the subject of Duties on Salt.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
3rd April, 1883.

Acting Secretary of State.

RETURN

(66)

To an ORDER of the HOUSE OF COMMONS, dated 13th March 1882;—For Copies of all Petitions and Correspondence received by the Department of Marine and Fisheries since January 1st 1881, in reference to the erection of a Fog Whistle at the entrance of Shelburne Harbor Nova Scotia.

By Command,

L. MOUSSEAU,

Department of the Secretary of State,
6th April, 1883.

Acting Secretary of State.

[In accordance with the recommendation of the Joint Committee on Printing,
the above *Returns* are not printed.]

RETURN

(67)

To an ADDRESS of the HOUSE OF COMMONS, dated 1st May 1882. ;—For Copy of all Correspondence between the Government of New Brunswick, or of any of its Members, and the Dominion Government or any of its Members, in relation to the creation of a new County Court in that Province, and the appointment of a Judge thereto.

By Command,

HECTOR L. LANGEVIN

Department of the Secretary of State,
30th March, 1883.

Acting Secretary of State.

RETURN

(67a)

To an ADDRESS of the HOUSE OF COMMONS, dated 2nd March 1883. ;—For a Return of the number of Causes, tried at each of the County Courts of the Counties of Kings and Albert, since the 1st of June, A. D. 1882, with the amount of Verdicts and Judgments entered thereon.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
9th April, 1883.

Acting Secretary of State.

[In accordance with the recommendation of the Joint Committee on Printing,
the above Returns are not printed]

RETURN

(67b)

To an ORDER of the HOUSE OF COMMONS, dated 1st March 1882 ;—For all Correspondence between the Government, and the County Court Judges of the Dominion and others, respecting the Resolution submitted to the House during the last Session of Parliament, by the late Minister of Justice, on the subject of the proposed increase of the Salary of such Judges.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
10th April, 1883.

Acting Secretary of State.

RETURN

(68)

To an ORDER of the HOUSE OF COMMONS, dated 20th February 1882 ;—For a Return shewing the number of cases disposed of by the Judge and several Surrogate Judges of the Maritime Court since the creation of the said Court, until the first day of February 1882 ; showing the place where each of said Cases was disposed of, the name of the Plaintiff, and Defendant in each case ; and the Vessel or property seized, the amount of each claim, the amount awarded, and the final disposition of each case, whether by appeal or otherwise, the amount of costs taxed to the successful party, the amount of Marshall's fees, the amount received by each Officer of the Court in each case, the appraised Value of the Vessel or property seized, the amount sold for ; Also when the cases were first instituted, and when finally disposed of.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
30th March, 1883.

Acting Secretary of State.

[In accordance with the recommendation of the Joint Committee on Printing,
the above Returns are not printed.]

RETURN

(68a)

To an ADDRESS of the HOUSE OF COMMONS, dated 2nd March 1883 ;—For a Return of all Correspondence between the Judge or any of the Judges of the Maritime Court of the Province of Ontario, and the Government, respecting the Rules, Practice and Procedure of said Court, and the simplification thereof; and the fees and charges now taxable in said Court; Also, Copies of any amended Rules or proposed amended Rules since 1st January, 1882.

By Command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
18th May, 1883.

Acting Secretary of State.

[In accordance with the recommendation of the Joint Committee on Printing,
the above Return is not printed.]

RETURN

(69)

TO AN ADDRESS of the HOUSE OF COMMONS, dated 15th March, 1883;—For Copies of all Petitions, Correspondence and Telegrams, Orders in Council, and other papers upon the subject of the assumption by the *Government* of the *payment* of the amount granted by the *Town of Pembroke* in aid of the *Canada Central Railway*.

By command,

HECTOR L. LANGEVIN,

Department of the Secretary of State,
3rd April, 1883.

Acting Secretary of State.

REPAYMENT OF PEMBROKE SUBSIDY TO CANADA CENTRAL RAILWAY.

1879.

Jan. 13 to Mar. 13.—No. 18,237.—From W. W. Dickson—Petition of Town of Pembroke, praying to be relieved from future payment of moneys on account of debentures and also of the sum of \$3,500 for right of way.

1880.

March 19 to April 3.—From P. White—Referring to No. 18,237.
No. 22,167—From P. White—Memo. *in re* No. 18,237, which asks the Government to assume the liability to the Canada Central Railway Company for a bonus of \$75,000 granted in 1875.

1882.

Jan'y 31 to Feb'y. 3.—From W. O'Meara and others—Petition from County of Renfrew, praying that the Town of Pembroke may be relieved from any further payments on account of a debenture debt of \$75,000 to Canada Central Railway.

May 18-22.—No. 28,919—From Order Council—Authorizing submission of a measure for the relief of the Town of Pembroke be submitted to Parliament at its next session.

April 3.—To Report Council—Submitting facts *re* application contained in Nos. 18,237 and 22,167.

1883.

Jan'y. 11.—No. 18,791—To Minister Justice—Enclosing copy of Order in Council, No. 28,919, and asking for the preparation of a Bill thereon.

Feb'y. 12-13.—From Minister Justice—Replies to No. 18,791. Special Act not necessary. Parliament has simply to vote the amount.

Feb'y. 15.—No. 18,918—To Report Council—For authority to place in Estimates 1883-4, the sum of \$85,250 to pay the Corporation of Pembroke for the liability incurred to the Canada Central Railway.

March 27-29.—From Order Council—Authorizing the recommendation of Report Council No. 18,918.

(No. 18,237.)

To His Excellency the Right Honorable the Marquis of Lorne, K.T., K.C.M.G., &c., &c., Governor General of Canada, in Council :

The Memorial of the Corporation of the Town of Pembroke, in the County of Renfrew and Province of Ontario, humbly sheweth :—

1. That the Town of Pembroke is situated on the South bank of the River Ottawa, at its confluence with the Rivers Muskrat and Indian, about ninety-five miles north and west of the City of Ottawa.

2. That over twenty years ago it was the objective terminus of the Brockville & Ottawa Railway, to the construction of which the then united Counties of Lanark and Renfrew contributed by debentures—guaranteed by the Province—the sum of eight hundred thousand dollars, on the understanding that the said Railway would be completed to Pembroke. Notwithstanding, however, that the said Company thus obtained the debentures of the Counties, they utterly failed to bring the road beyond Sand Point, a distance of fifty-five miles from Pembroke, whence it was continued by the Canada Central Railway Company, who therefor received aid from adjoining Municipalities to enable them further to extend the road to Renfrew, at which point it remained until action was taken by your Memorialists to procure its extension to this place.

3. That on the fourth day of November, A.D. 1874, an Order in Council was passed relative to the Georgian Bay Branch of the Canadian Pacific Railway, adopting the route known as the Bonnechere route, which would not be nearer to the Town of Pembroke than thirty miles, this said Order being ratified by resolution of the Parliament of Canada, at the Session of 1875.

4. That the Canada Central Railway Company, up to the date of the said Order in Council, had power to build their road through to Lake Huron only *via* Pembroke, but at the Session of the Parliament of 1875 the said Company obtained an Act amending their Charter, by which they were relieved of their obligation to build their road *via* Pembroke, thus leaving Pembroke entirely without prospect of much needed railway communication.

5. That the inhabitants of the town, feeling that the extension of the railway was essentially necessary to the growth and prosperity of the place, assembled in public meetings, and, after considerable discussion, and intercourse with representatives of the Canada Central Railway Company, a bonus was agreed upon, and for the debentures of the town to the amount of \$75,000, the right of way through the Townships of Westmeath and Pembroke and the Town of Pembroke, and grounds for Depot, the said Company agreed to extend their road from Renfrew to the water's edge at Pembroke.

6. That this action on the part of the town was adopted solely with the object of securing this terminal connection, as by the adoption, by the Government, of the Bonnechere route for the Canada Pacific Railway, and by the establishment of Pembroke as a railway terminus, the very large trade of an extensive territory lying north and west of Pembroke would be permanently secured to the town. Thus, when the propositions before mentioned were accepted, the future prosperity of the town was believed to be ensured, property for business sites became eagerly sought after, foundries and manufactories were established, real estate changed hands at advanced prices, and general confidence seemed established.

7. That a By-law was submitted by your Memorialists to the ratepayers, and after being ratified by them, was finally passed by your Memorialists in due process of law, on the fourth day of October, A.D. 1875, authorising the issue to the Canada Central Railway Company of debentures to the amount of \$75,000, as before mentioned, payable in twenty years and bearing interest at the rate of six per cent. per annum, payable half-yearly, which said interest has been regularly and punctually paid by your Memorialists.

8. That the lands and moneys contributed and paid for station grounds and right of way, in pursuance of the agreement as aforesaid, have involved a direct and

indirect expenditure for these purposes on the part of the people and your Memorialists of not less than \$25,000, which has all been paid except a sum of \$3,500, for money borrowed and still owing by your Memorialists.

9. That the said debentures were duly paid over to the Canada Central Railway Company, and the said Company built the extension of their road to the Town of Pembroke and opened the same for public traffic on or about the first day of July, 1876, and Pembroke thus became the terminus of the said railway.

10. That an extensive traffic is carried on with the country to the northward and westward of the town, and that the hopes excited by the probable continuance of Pembroke as the terminus stimulated certain of the inhabitants of the town to invest their capital in the improvement and extension of the steamboat lines on the Upper Ottawa to accommodate the river traffic to and from the terminus, their steamboats being fitted up with a view to a growing business, and at an enormous expense, which said enterprise resulted to the great benefit of the town, by introducing skilled mechanics and others, who engage professionally in occupations peculiar to river traffic, and also secured to the town many other collateral advantages such as are incident and peculiar to every town occupied as the terminus of a railway.

11. That on the eighteenth day of April, 1878, an Order in Council was passed changing the route of the Georgian Bay Branch from the Bonnechere Valley to that of the Ottawa—involving the extension of the Canada Central Railway beyond Pembroke as the connecting link—thus destroying the advantages derived and in prospect from the terminal character of the existing railway communication.

12. That owing to the severe taxation rendered necessary by the heavy bonus and additional outlay of \$25,000 before mentioned, and the extension of the railway beyond Pembroke, the benefits derivable from the possession of the railway terminus are completely destroyed, and a general feeling of insecurity has thereby resulted relative to the future trade of the town to such a degree that business is to a large extent paralyzed, real estate has become quite unmarketable, although enormously shrunk in value, artisans have moved away and are still moving to centres whose future growth is better secured, large numbers of dwelling houses being thus vacant where but recently dwellings were difficult to obtain.

13. That owing to the extension of the railway beyond Pembroke the facility for through transport to the lumbering regions of the north and west will inevitably lead—owing to the cheapening of transport by through rates—to the transfer of a large amount of patronage for heavy lumber supplies from Pembroke to places farther south. This business is so important to the town that persons are engaged exclusively in its pursuit, in addition to a very extensive amount of it which is done by general merchants, and which business must still have been transacted in Pembroke had the terminus been retained here.

14. That the loss to the town and trade of Pembroke owing to the withdrawal of the terminus is incalculable.

15. That owing to the change of the route by the Order in Council dated 18th April, 1878, the length of the Georgian Bay Branch has been shortened by about twenty miles, thus saving to the Dominion a sum equal to at least \$500,000. Your Memorialists therefore respectfully submit that, the extension of the Canada Central Railway from Renfrew to Pembroke having been secured by the expenditure of \$100,000 by your Memorialists, and the Dominion at large being thus benefitted to so large an extent, whilst the growth and prosperity of the town are so materially injured by the said change, the Government ought to afford such relief to your memorialists as may in their wisdom seem equitable.

Your Memorialists therefore pray, that Your Excellency may be pleased to relieve the town and corporation of the future payment of any moneys on account of the said debentures, whether of principal or interest, and also of the said sum of \$3,500, balance of right of way expenditure, still owing as aforesaid.

And your Memorialists, as in duty bound, will ever pray.

W. W. DICKSON, *Mayor.*

A. J. FORTIER, *Clerk.*

Dated at Pembroke, this 30th day of January, A.D. 1879.

OTTAWA, March 19, 1880.

DEAR SIR CHARLES,—In the matter of the application of the Town of Pembroke for the relief from payment of their bonus to the Canada Central Railway Company, I will take as a favor if you will make your report to Council at as early a date as possible.

If the Government consider that the town is entitled to relief, it is manifestly unfair to compel the people to continue the payments of interest, amounting to \$4,500 per annum, and if a different conclusion be arrived at the sooner my constituents know it the better.

Yours faithfully,

P. WHITE.

Hon. Sir CHARLES TUPPER, Minister of Railways.

(No. 22,167, received 3rd April, 1880.) The undersigned submits the following memorandum, in relation to the petition of the Town of Pembroke, praying the Government to assume their liability to the Canada Central Railway Company for a bonus of \$75,000 granted by them in 1875.

The C. C. R. Co. was incorporated in 1861 by 24 Vic., cap. 80, with power to build a line of Railway from some point on Lake Huron to the City of Ottawa, and by the 4th clause of the said Act the Company was bound to build this road by the way of Pembroke.

Subsequent Acts were passed amending the original Act of incorporation, viz.: 29-30 Vic., cap. 94, and 35 Vic., cap. 68, in which the condition that the Company should pass by the way of Pembroke was recognized and re-affirmed.

Presumably this condition was imposed on the Company for reasons which the Parliament of Canada considered good and sufficient, and down to the Session of 1875 the people of Pembroke believed that if the road was ever built to its objective point on Lake Huron they would obtain through this proviso the railway facilities which their then isolated position so imperatively demanded.

That portion of the line between Ottawa City and Renfrew was opened for traffic in 1873, and on the 4th November, 1874, the then Government, in pursuance of the policy previously determined upon, passed an Order in Council granting a subsidy of \$12,000 per mile to the C. C. R. Co., for an extension of their road from the Village of Douglas (about 8 or 10 miles west of Renfrew) to what was known as the Eastern terminus of the Georgian Bay Branch Railway, said to be about 120 miles.

The line adopted by the Government as that on which the subsidy was to be paid was defined generally as ascending the valley of Bonnechere, *via* Golden Lake and Round Lake. Now, a casual glance at the map will readily show that it was impossible for the Canada Central Railroad Company to follow the line so laid down and at the same time fulfil the condition of passing by the way of Pembroke, and to get over the difficulty the Company applied to Parliament in 1875 and obtained an amendment of their Act of incorporation relieving them of the obligation but continuing to them the power to build to Pembroke within the next ensuing six years.

This legislation placed in the hands of the Company a weapon which they were not slow to use, and no sooner had the Act referred to become law than the Company made known to the Town of Pembroke the condition on which, and on which alone, they would construct that portion of the road between Renfrew and Pembroke, the conditions involving as they did the granting of a bonus of \$75,000, the free gift of the right of way and extensive station grounds within the town, and the securing of the right of way (free to the Company) for sixteen miles eastward from Pembroke, and all this from a small town of less than 3,000 inhabitants were felt to be excessively burdensome, but the people had no alternative, and to secure railway facilities they agreed to the terms and secured the completion of the road to Pembroke in the autumn of 1876.

Matters remained in this position until 1873, Pembroke being the terminus on the Ottawa River of the Canada Central Railroad, and controlling all the trade of the lumber regions north and west of that point.

On the 18th April, 1878, another Order in Council was passed (ratified by Parliament on 7th May), changing the location of the extension of the Canada Central from the valley of the Bonnechere to what is known as the Ottawa route, and making the point from which the subsidy was to be paid Pembroke instead of Douglas. By the terms of this Order in Council the Company is to complete the road to the south-east corner of Lake Nipissing for \$1,440,000, the same sum which (under the former Order in Council) would have been paid them from Douglas to Brant Lake; and amongst other reasons set forth in the Order in Council for the change of route is the following:—

“That the estimated distance from Pembroke to the south-east corner of Lake Nipissing is about 130 miles. This point is about twenty miles further west than the point previously determined on as the eastern terminus of the Canada Pacific Railway, thus saving to the public the construction of about twenty miles of railway.”

The Company commenced to build the road from Pembroke westward in 1878, and have now about fifty miles of track laid, and that town, in losing its position, already feels the effect of having its trade transferred to points along the road further west and north.

To summarize the whole case, permit me to say that the points on which we rely for a favorable consideration of our case, are the following:—

1. That by the legislation of 1875, the Canada Central Railway Company was enabled to exact terms from the Town of Pembroke which the people find excessively burdensome.

2. That by complying with those terms, the railway was brought from Renfrew to Pembroke.

3. That the building of the road to Pembroke enabled the Government to effect a change in the location of the line, which has resulted in a very great saving of public money.

4. That inasmuch as the carrying of the road past the Town of Pembroke destroys its position as a terminus, and transfers a considerable part of its trade to parts along the extension westward, the saving referred to has been effected by the sacrifice of the local interests of that town.

Under all the circumstances, the undersigned submits that whilst the peculiar position in which this case stands merits for all the favorable consideration of the Government, the granting of the relief prayed for would in no wise establish a dangerous precedent.

Yours very truly,

P. WHITE.

To His Excellency the Right Honorable the Marquis of Lorne, K.T., K.C.M.G., &c., &c., Governor General of Canada, in Council:

The Memorial of the Corporation of the County of Renfrew, in the Province of Ontario, in Council assembled, humbly sheweth:

1. That the Corporation of the Town of Pembroke, in the said County of Renfrew, under date the 30th of January, A.D. 1879, memorialized Your Excellency in Council to be relieved from any further payment on account of a debenture debt of \$75,000, and a debt for cash borrowed being a balance of \$3,500, to pay for right of way—liabilities incurred by the said Corporation to induce the then Canada Central Railway Company to extend its line from the Village of Renfrew to the Lake Shore at the said Town of Pembroke, a copy of which said memorial is hereto appended.

2. That the memorial of the Town of Pembroke referred to, was brought to the notice of your present Memorialists at their session, held in the Town of Pembroke on the 27th instant, and it was unanimously resolved that for the reasons therein set forth,

the said memorial be earnestly recommended to the favorable consideration of Your Excellency in Council.

Your Memorialists, therefore, humbly pray that the prayer of the said Memorial of the Corporation of the Town of Pembroke may be granted, and that the said Corporation be relieved from any further payment on account of the said debenture debt of \$75 000, and for cash borrowed \$3,500, and for any further interest thereon.

And your Memorialists will, as in duty bound, ever pray.

Given at Pembroke under our hands and the seal of the said Corporation, this 31st day of January, A.D. 1882.

WM. O'MEARA, *Warden, County of Renfrew.*
S. C. MITCHELL, *County Clerk.*

The Petition endorsed and referred is a copy of that under cover No. 18,237, and entered on the second page of this Return.

No. 28,919.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 19th May, 1882.

On a Memorandum dated 3rd April, 1880, from the Minister of Railways and Canals (hereto annexed), representing that the Corporation of the Town of Pembroke has preferred a memorial to the Government, setting forth the injury accruing to the town through certain changes made in the arrangements for the extension of the Canadian Pacific Railway eastwards, and claiming that the Government should in justice to them assume the pecuniary responsibilities which the town has thereby been induced to incur.

The Minister in his Memorandum recites at length the facts of the case as set forth in the Memorial of the Corporation of the Town of Pembroke, and submits the application of the Memorialists to the favorable consideration of Your Excellency in Council.

The Committee are of opinion that grounds are shown in the Petition of the Town of Pembroke, entitling that Municipality to relief in the premises, and they humbly advise that a measure to that end be submitted for the consideration of Parliament at its next Session.

(Certified) JOHN J. McGEE,
Acting Clerk Privy Council.

Hon. Minister of Railways and Canals.

Memorandum.

OTTAWA, 3rd April, 1880.

The undersigned has the honor to represent that the Corporation of the Town of Pembroke has preferred a Memorial to the Government setting forth the injury accruing to the town through certain changes made in the arrangements for the extension of the Canadian Pacific Railway eastwards, and claiming that the Government should, in justice to them assume, the pecuniary responsibility which the town has thereby been induced to incur, the facts of the case being as follows:—

(1.) That Pembroke was the proposed terminal point of the Brockville and Ottawa Railway, incorporated in 1853, but that this company, though subsidized by the Counties of Lanark and Renfrew, failed to build the road beyond Sand Point, forty-seven and a half miles from Pembroke.

(2.) That the Canada Central Railway Company was incorporated in 1861 with power to construct a line from Lake Huron to the City of Ottawa by way of Pembroke.

(3.) That in 1872 their Act of incorporation was amended and the Company was authorized to construct a line from Renfrew to such point as might be found

advantageous directly south of Pembroke, "but not more than seven miles south thereof" such point to be considered and known as the Pembroke Terminus.

(4.) That in 1873 the Company opened for traffic a line of railway from Ottawa to Renfrew, thirteen miles beyond Sand Point and thirty-four and a-half miles from Pembroke.

(5.) That the expediency of connecting the terminus of the Pacific Railway then located at a point in the neighborhood of Lake Nipissing, with the railway systems of Ontario and Quebec being at the time before the Government in the year 1874, what is known as the Bonnechere route was adopted as the line to be followed by an extension of the Canada Central Railway to such point, and on the 4th of November of that year a subsidy was granted by Order in Council to the Canada Central Railway to aid them in the construction of the line.

(6.) That the route selected by the Government running some thirty miles to the south of Pembroke, it became impossible for the Company to carry out the conditions of their Act of incorporation, which called for the construction of the line *via* Pembroke only, or even of the amendment thereto which allowed the line to be built seven miles to the south of the town. The Company accordingly, in 1875, obtained the passage of an Act, 38 Vic., Chap. 67, by which they were relieved of the obligation to build their line *via* Pembroke, the following being the pertinent clauses of the Act:—

"The said Company is hereby authorized to build the said Railway in the most direct and passable route from Renfrew village toward Lake Huron, and is also hereby authorized to build a railway to Pembroke from said Canada Central Railway, to be a part thereof.

"Nothing in this Act shall prejudice or affect the right of the Company to any subsidy or grant to which the said Company would otherwise be entitled."

7. That the Town of Pembroke, by the selection of the Bonnechere route, and the subsequent passage of the Act of relief referred to, found itself deprived, not only of the prospect of being a terminal point, or of being on the main linewest wards, but of having any railway communication whatever, except under the charter of the Canada Pacific Railway Company, on whom the Act of 1875 conferred the right to build to Pembroke, the time for construction being limited to the end of the Session of 1881.

8. That under these circumstances, and with the view of securing for the town the advantageous position of a railway terminus, it was decided to accede to the terms proposed by the Canada Central Railway Company, and in 1875, the corporation issued in their favor debentures to the value of \$75,000, payable in twenty years, and bearing interest at the rate of 6 per cent. In the following year the Company opened for traffic the extension so secured, Pembroke thus becoming a terminal point, and the distributing centre for an extensive territory lying to the north and east.

(9.) That as represented by the present Memorial, in consequence of this apparently well assured and prominent position, the town grew prosperous, business sites were eagerly sought, foundries and manufactories were established, real estate advanced in value, steamboat lines on the Upper Ottawa were extended and improved, and confidence in the future of the town was general.

(10.) That in 1878 the policy of the Government was altered with respect to the Bonnechere route and an Order in Council was passed, dated the 18th April, by which that route was abandoned, and the Ottawa Valley *via* Pembroke was adopted for the subsidized line of the Canada Central Railway to connect with the Eastern terminus of the Canadian Pacific Railway.

(11.) That the said line is at present in course of construction and is now partially opened for traffic for a distance of 45 miles above Pembroke.

(12.) That the consequences of the change of route have, according to the Memorialists, been most hurtful to the interests of that town, business being represented as paralyzed, especially that of lumbering supplies, while the various industries which had sprung up, owing to the terminal position of the place, have ceased to require workmen.

(13.) That the Memorialists represent that the heavy bonus referred to had been granted solely with a view to the town becoming a terminus, such expectation having been justified by the action of the Government in the selection of the Bonnechere route. They further urge that by the adoption of the present route the length of the connecting line west has been shortened by 20 miles, with a commensurate saving to the country; the subsidy payable under the Order in Council of 1878 towards the extension from Pembroke to Lake Nipissing, being the same as that payable towards the line from Douglas to Burnt Lake under the Order in Council of 1875.

(14.) That the latter fact was recognized in the Order in Council of April 18, 1878, in the following terms:

That though the line would be lengthened by this deflection to the northward, the western end of the subsidized line would, as stated, reach a point much further to the westward of this previously proposed terminus or junction with that portion of the Canada Pacific Railway proposed to be built under the terms of the Act to the French River, and would thus save to the public the cost of constructing about 20 miles of railway.

(15.) That the above applies equally, if not with more force, to the location of the Pacific Railway, north of Lake Nipissing, as at present proposed.

(16.) That the Government has (under the Order in Council of 1878) assumed running powers over that portion of the Canada Central Railway, lying between Renfrew and Pembroke, towards the construction of which the subsidy, granted by the town of Pembroke, was applied.

(17.) That the Memorialists submit: (1st.) That they were forced by the action of Parliament in 1875, to grant the subsidy referred to, to the Canada Central Railway Company.

(2nd.) That the granting of the said subsidy induced that Company to extend their road to Pembroke in 1876.

(3rd.) That the extension of the road to Pembroke enabled the Government to effect a change of route which resulted in a very large saving of public money.

(4th.) That this saving of public money was effected at the sacrifice of the local interests of Pembroke. They, therefore, pray that they may now be relieved by the Government of the future payment of any moneys on account of the said debentures, whether of principal or interest and also of a certain sum of \$3,500, the balance of right of way expenditure above referred to.

Respectfully submitted.

CHARLES TUPPER, *Minister Railways and Canals.*

No. 18,791.

OTTAWA, 11th January, 1883.

SIR,—I have the honor under instructions from the Minister of this Department, to enclose for your information an Order in Council passed on the 19th of May last, authorizing the submission to Parliament during the forthcoming Session, of a measure relieving the Municipality of the Town of Pembroke from certain pecuniary responsibilities incurred in connection with the extension of the line of the Canada Central Railway to that town, with a view to the securing for it the position of a terminus, a position of which it was subsequently deprived by the action of the Government.

The accompanying papers, and more especially the report of the Minister upon which the said Order is based, a copy of which will be found herewith, will afford all information in the matter.

I am to request that you will be pleased to cause to be prepared the necessary Bill to be laid before the House in accordance with the Order cited.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

GEORGE W. BURBIDGE, Deputy Minister of Justice.

OTTAWA, 12th February, 1883.

SIR,—I have the honor to acknowledge the receipt of your letter of the 11th ultimo, requesting the preparation of a Bill for the indemnity of the Town of Pembroke for expenditures in connection with the Canada Central Railway Company.

The Town of Pembroke asks to be indemnified in respect of an issue of debentures, to the extent of \$75,000 to the Canada Central Railway Company, and for an expenditure of \$3,500, a balance for right of way; and the Government for reasons set forth agree to invite Parliament to give the indemnity. The debentures were issued on the credit of the town, and there appears to be no reason for considering any one except the town in giving the indemnity. In that view of it I see no necessity for a special Act. It will not be necessary to do more than ask Parliament to vote the amount required in the Appropriation Act. Papers returned.

I am, Sir, your obedient servant,

GEORGE W. BURBIDGE, *D. M. J.*

A. P. BRADLEY, Esq., Secretary Railways and Canals.

No. 18,918. Memorandum.

OTTAWA, 14th Feb., 1883.

The undersigned has the honor to represent that under date, the 19th of May, 1882, an Order was passed approving of the assumption on the part of the Government of certain pecuniary responsibilities incurred by the Corporation of the Town of Pembroke, having in view the extension of the line of the Canada Central Railway to Pembroke as a terminal point, a position which, by the subsequent action of the Government in the adoption of a change of route for the Canadian Pacific Railway, the town, to its great injury, lost.

That the said Order authorized the submission to Parliament during the present Session, of a measure by means of which the relief asked for by the Corporation could be granted. The matter, however, having recently been submitted to the Department of Justice for the preparation of such a Bill, that Department has reported under date, the 12th inst., to the effect that a special Act is not necessary.

Upon such report, the undersigned recommends that authority be given for placing in the Estimates for the year 1883-84, to be laid before Parliament during the present Session, a special item of eighty-five thousand two hundred and fifty dollars, (\$85,250.00), to be paid to the Corporation of the Town of Pembroke, the sum named being arrived at as follows:—

Debentures issued.....	\$75,000
Balance of indebtedness for right of way.....	3,500
Interest on the said debentures, from the half year following the date of the Order in Council approving of the assumption of the liability, namely, from July 1st, 1882, to July 1st, 1883.....	6,750
	<hr/>
	\$85,250

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 27th March, 1883.

On a Report, dated 14th February, 1883, from the Minister of Railways and Canals, submitting that, under date the 19th of May, 1882, an Order in Council was passed approving of the assumption on the part of the Government of certain pecuniary responsibilities incurred by the Corporation of the Town of Pembroke, having in view the extension of the line of the Canada Central Railway to Pembroke as a ter-

minal point, a position which, by the subsequent action of the Government in the adoption of a change of route for the Canadian Pacific Railway, the town, to its great injury, lost; and, by the said Order in Council, it was authorized to submit to Parliament, during the present Session, a measure by means of which the relief asked for by the Corporation could be granted.

The Minister represents that the matter was referred to the Minister of Justice for the preparation of such a Bill, and he reported, under date 12th February instant, to the effect that a special Act is not necessary.

That upon such Report the Minister recommends that authority be given for placing in the Estimates for the year 1883-84, to be laid before Parliament during the present Session, a special item of eighty-five thousand two hundred and fifty dollars (\$85,250), to be paid to the Corporation of the Town of Pembroke, the sum named being arrived at as follows:—

Debentures issued	\$75,000
Balance of indebtedness for right of way	3,500
Interest on the said debentures from the half year following the date of the Order in Council approving of the assumption of the liability, namely, from July 1st, 1882, to July 1st, 1883	6,750
	<u>\$85,250</u>

The Committee submit the above recommendation for Your Excellency's approval.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

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